

# Roadside Classification Plan

1996



Washington State Department of Transportation

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## Foreword

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The Roadside Classification Plan (RCP) has been prepared to coordinate and guide the management of Washington State highway roadsides, including planning, design, construction, and maintenance activities.

The intent of this plan is to provide a uniform framework for consistent, pro-active roadside management statewide, and to facilitate cost-effective restoration of state roadsides. The policies and guidelines provided here allow room for regional variations within the statewide parameters.

In coordination with the State Highway System Plan, the RCP:

- Sets statewide goals and objectives for roadside management, establishes roadside character classifications, and records roadside character designations in the *Roadside Classification Log*.
- Provides guidelines for roadside restoration.
- Advocates the use of native plants, Integrated Vegetation Management (IVM), and a long-term management approach to achieve sustainable roadsides.

The plan is to be used in conjunction with the State Highway System Plan and any departmental policies, guidelines, and publications that have bearing on the management of state roadsides.

For further information, to offer comments, or to request additional copies of the Roadside Classification Plan, call the Roadside and Site Development Services Unit in the Olympia Service Center Design Office at (360) 705-7241.

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S. A. Moon  
Deputy Secretary for Operations  
Washington State Department of Transportation

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**Background**

Development of this Roadside Classification Plan (RCP) began in 1990 with a review of state roadside policies and procedures by the Washington State Department of Transportation (WSDOT) Landscape/Roadside Reorganization Task Force. The Task Force recommended the development of clear policies and guidelines, and the coordination of planning, design, construction, and maintenance activities. This RCP provides those roadside policies and guidelines in coordination with the Transportation Policy Plan for Washington State, the State-wide Multimodal Transportation Plan, and Federal Highway Administration policies (see Appendices).

**Policy Statement**

It is WSDOT policy to put roadside treatments to use for the protection and restoration of roadside character as designated in the *Roadside Classification Log*, and to incorporate the Roadside Classification Plan into regional and route-specific planning, design, construction, and maintenance programs.

**Summary**

The intent of the Roadside Classification Plan is to:

- Minimize roadside project construction costs and long-term demands on maintenance resources;
- Provide a consistent and proactive roadside management program;
- Comply with legal obligations and commitments; and
- Protect and restore Washington State's natural environment and heritage resources within state highway roadsides.

The RCP approach to these tasks is based on two premises:

- Long-term roadside management costs will be held at the lowest practical levels through integration of design and maintenance criteria.
- The natural environment and heritage resources contained within the state highway roadsides are valuable to roadside functions and are a conspicuous symbol of Washington State character.

In coordination with the State Highway System Plan, the RCP:

- Sets statewide goals and objectives for roadside management, establishes roadside character classifications, and records roadside character designations in the *Roadside Classification Log*.
- Provides guidelines for roadside restoration.
- Advocates the use of native plants, Integrated Vegetation Management (IVM), and a long-term management approach to achieve sustainable roadsides.

## Goals and Objectives

These goals and objectives identify roadside policy direction for WSDOT. The goals and objectives were derived from Landscape/Roadside Reorganization Task Force recommendations, the Transportation Policy Plan for Washington State, and the Statewide Multimodal Transportation Plan. They were reviewed and revised in collaboration with representatives from the offices of Program Management, Transportation Planning, Environmental Affairs, Design, Architecture, Construction, Heritage Corridors, and Highway Maintenance, and the regions.

### ***Goal 1: Promote Transportation Safety and Management Efficiency***

- Objective 1.1      Design roadsides for sustainability, emphasizing safety and operational efficiency with minimal ongoing maintenance.
- Objective 1.2      Address common roadside management issues on a statewide basis.
- Objective 1.3      Provide long-term cost-effective measures for roadside management.
- Objective 1.4      Integrate criteria for roadside planning, design, construction, and maintenance.
- Objective 1.5      Define common roadside management concepts and terminology for statewide use.

### ***Goal 2: Minimize Environmental and Social Impacts of Transportation Facility Construction and Maintenance***

- Objective 2.1      Minimize roadside disturbances that provide opportunities for the migration and distribution of invasive plants and noxious weeds.
- Objective 2.2      Provide guidelines for restoration of roadside areas disturbed during construction.
- Objective 2.3      Protect and restore native plant communities.
- Objective 2.4      Reduce water pollution through stormwater runoff, erosion control, and slope stabilization measures.
- Objective 2.5      Support preservation and mitigation of wetlands and sensitive areas.
- Objective 2.6      Coordinate wildlife considerations with operational functions.
- Objective 2.7      Buffer adjacent lands from adverse visual and noise impacts from the roadway.
- Objective 2.8      Screen roadway users from visual distractions.
- Objective 2.9      Promote aesthetic harmony and visual continuity within the roadway corridor.

**Goal 3: Facilitate Protection and Restoration of Washington's Natural Environment and Cultural Heritage Within State Highway Roadsides**

- Objective 3.1 Coordinate roadside planning, design, construction, and maintenance actions with the natural environment within a statewide, regional, and local context.
- Objective 3.2 Promote biological diversity through the use of native plant communities.
- Objective 3.3 Facilitate documentation and ongoing maintenance of scenic views and mitigation of undesirable views.
- Objective 3.4 Design roadside structures in coordination with the surrounding natural and cultural context.
- Objective 3.5 Address the role of special planning designations, such as Scenic and Recreational Highways, in roadside management.

**Goal 4: Promote Cooperation and Communication in Roadside Management**

- Objective 4.1 Facilitate departmental, interagency, and public communication by providing consistent roadside management policy.
- Objective 4.2 Cultivate responsiveness to local community and citizen requests for volunteer involvement and community enhancement in selected roadside areas.

**Definitions**

The following terms are used throughout the RCP. Less frequently used terms are defined in the Glossary (Appendix A).

**Integrated Vegetation Management**

Integrated Vegetation Management (IVM) is the establishment of low-maintenance beneficial vegetation, and the suppression of unwanted vegetation, through integration of biological, cultural, manual, mechanical, and educational tactics. Chemical controls are used only when needed. Integrated Vegetation Management uses plant growth characteristics, principles of plant succession, and knowledge of natural and human-related factors affecting environmental change to achieve management goals, while minimizing impacts on the environment.

**Roadside**

The roadside encompasses the area between the roadway pavement edge and right of way boundaries, including unpaved median strips and auxiliary facilities, such as rest areas, roadside parks, viewpoints, historic markers, pedestrian and bicycle facilities, wetland buffer areas, stormwater treatment facilities, park and ride lots, stockpiles, and maintenance storage sites. The Washington State Department of Transportation (WSDOT) is responsible for the stewardship of an estimated 38,500 ha [97,500 acres] of roadsides along the 11,008 kilometers [7,052 miles] of state roadway, including hundreds of auxiliary facilities.



### **Roadside Character**

Roadside character is a description of the roadside landscape from the roadway user's perspective. The RCP uses five roadside character descriptions to document roadside character statewide (see Chapter 3).

### **Roadside Functions**

A roadside function is any activity or role for which the roadside is specifically suited and used. The roadside is managed to fulfill operational, environmental, and visual functions. In reality, these functions are interrelated and inseparable. However, the following three categories help us communicate the scope of roadside management issues.

- Operational functions provide safe, multiuse roadsides. Operational functions include access control, clear zone, sight distance, signing, trails and bikeways, and utility accommodation.
- Environmental functions protect and enhance our natural and built surroundings. Environmental functions include water quality, wetland and sensitive area protection, noxious weed control, noise control, habitat preservation, air quality improvement, and erosion control.
- Visual functions include all functions designed and experienced primarily from a visual perspective. Visual functions overlap with operational and environmental functions. They include positive guidance and navigation, distraction screening, corridor continuity, roadway and adjacent property buffering, and scenic view preservation.

### **Roadside Management**

Roadside management encompasses planning, design, construction, and maintenance of the roadside environment.

### **Roadside Management Zones**

The roadside is comprised of three management zones (see Appendix C):

- Zone 1 (Vegetation Free Zone): Width as necessary to meet operational needs. The width of Zone 1 is limited as much as possible. In most cases the width is 0-2 ft.
- Zone 2 (Operational Zone): Extends from the outside edge of zone 1 to meet operational needs.
- Zone 3 (Transition Zone): Extends from the outside edge of zone 2 to the right of way line.

### **Olympia Service Center**

#### ***Environmental and Engineering Service Center***

The Washington State Department of Transportation (WSDOT) Environmental and Engineering Service Center Assistant Secretary is responsible for the following program area:

- Approval of revisions to the *Roadside Classification Log*.

#### **Design Office**

The State Design Engineer is responsible for the following program areas:

- Coordination of statewide RCP implementation;
- Review of design documentation for compliance with the RCP;
- Assistance to regions in implementation of RCP provisions; and
- Approval of Roadside Treatment Level 3 prior to implementation.

#### ***Field Operations Support Service Center***

The Field Operations Support Service Center Assistant Secretary is responsible for the following program area:

- Concurrence with revisions to the *Roadside Classification Log*.

#### **Highway Maintenance Office**

The Chief Maintenance Engineer is responsible for the following program areas:

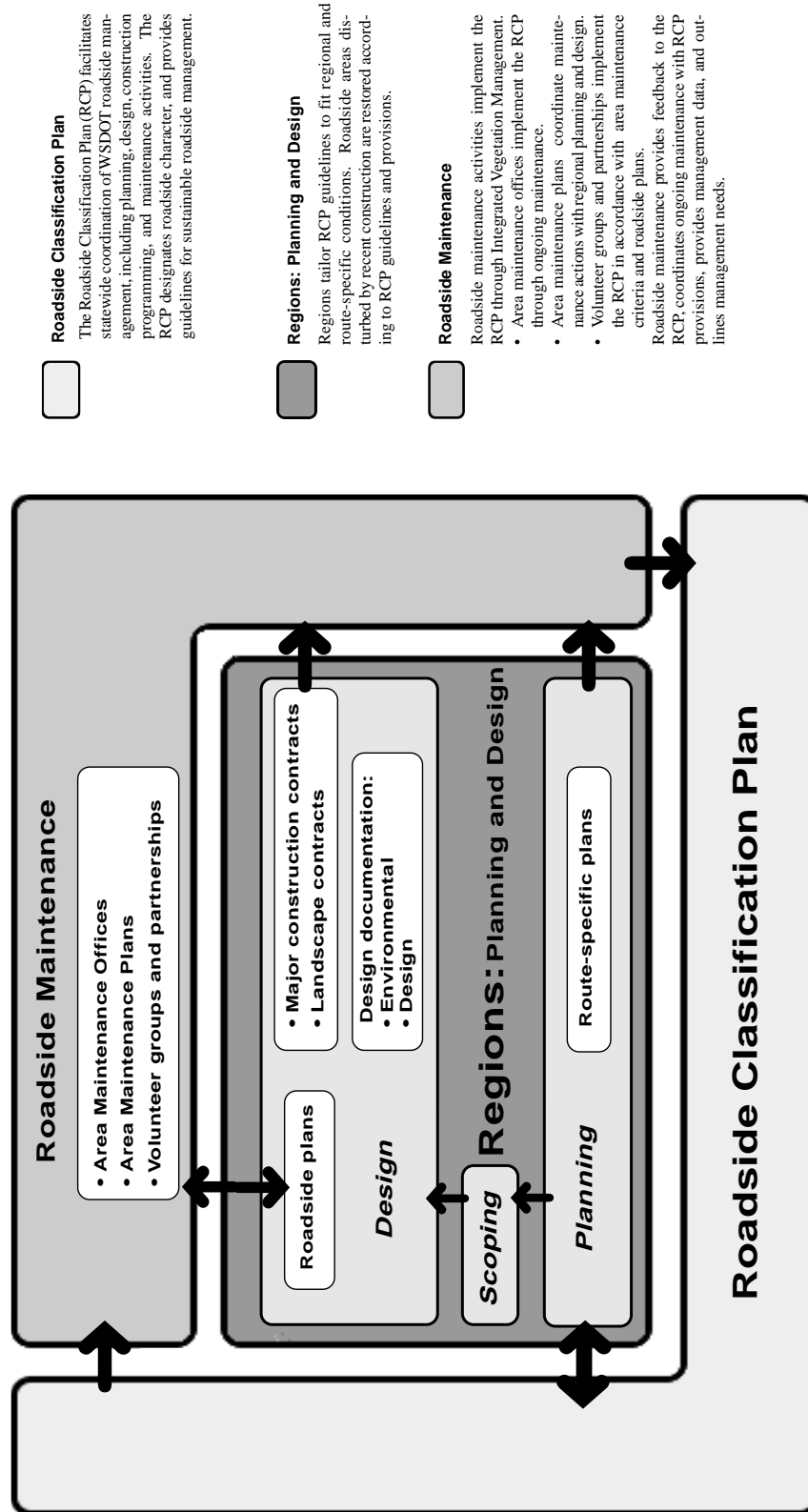
- Coordination of statewide RCP implementation within maintenance activities;
- Review of maintenance activities for compliance with the RCP; and
- Assistance to regions in implementation of RCP provisions.

### ***Regions***

The WSDOT Regional Administrators are responsible for the following program areas:

- Regional implementation of the RCP within all roadside management activities.
- Documenting RCP implementation within the region;
- Providing feedback to the State Design Engineer concerning RCP coordination and implementation;
- Submitting Roadside Treatment Level 3 documentation to the State Design Engineer for approval before implementation; and

**Roadside Classification Plan Implementation**



**Roadside Classification Plan Implementation Concept**

*Figure 1*

- Applications for revisions to the *Roadside Classification Log*.

Regional implementation is as follows:

- Implement the RCP through interdisciplinary involvement, including minimally the following areas of expertise: planning, engineering, environmental, landscape architecture, real estate, and maintenance.

## Coordination

RCP implementation and review are accomplished through ongoing coordination between region representatives and the OSC Design Office and Highway Maintenance Office.

## Revisions

If keeping roadside character consistent with the *Roadside Classification Log* is not achievable through planning, design (including partnering), construction, and/or maintenance activities, then a revision to the *Log* is required.

Revisions to the *Log* must be approved by the Environmental and Engineering Service Center Assistant Secretary before implementation, with concurrence from the Field Operations Support Service Center Assistant Secretary.

Applications for revisions to the *Log* must state the reasons for the request, and include the following:

- Route number and mileposts.
- Current and requested roadside classification.
- Existing roadside conditions (general).
- Right of way width/roadside width and configuration (both sides and median if applicable).
- Right of way status (limited access or non-limited access; fee ownership, including rights to access, light, view, and air, or easement).
- Potential availability of right of way and/or buffer through purchase or other means.
- Adjacent land use; and
- Zoning and scheduled development of adjacent land.

These factors, along with an evaluation of potential design solutions, will be used to assess the feasibility of preserving or restoring roadside character. In order to complete this assessment, the following may be requested of the applicant:

- Estimated impact the change will have on construction and maintenance costs, including ongoing costs.

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### Roadside Character Classification

Roadside character was classified from the roadway user's visual perspective of the landscape. Roadside character classifications fall within two categories: natural and built.

#### *Natural Character*

Natural character refers to a landscape in which vegetation and landforms are predominant. Human elements and structures are rare or insignificant in the overall context. Natural character includes the forest and open roadside character classifications.

#### **Forest**

The forest landscape is predominantly natural or naturalized forest.

A roadside classified as forest is characterized by natural-appearing landforms and native trees and/or understory vegetation. Zone 2 may be meadow.



**Forest Roadside Character**

**Open**

In the open landscape, sky and sweeping views prevail in a landscape of few or no trees, including prairie, steppe, desert, and agricultural fields.

A roadside classified as open is characterized by natural-appearing landforms and low-growing native vegetation or agricultural crops associated with adjacent farming.



**Open Roadside Character**

## **Built Character**

Built character indicates a landscape in which human elements and structures are notable or predominant in the overall context. Built character includes the rural, semiurban, and urban roadside character classifications.

### **Rural**

The rural landscape is characterized by intermixed built and natural or naturalized elements, with built elements beginning to encroach on the natural environment; human manipulations of the land are evident.

A roadside classified as rural is characterized by natural-appearing landforms and vegetation. Vegetation is predominantly native. Non-native vegetation may reflect historical land use. Zone 2 may be meadow or agricultural crops associated with adjacent farming. Character continuity is provided by uniform Zone 2 management.



## **Rural Roadside Character**



**Semiurban**

The semiurban landscape is characterized by intermixed built and natural or naturalized elements, with built elements prevailing.

A roadside classified as semiurban is transitional in character. Vegetation is a combination of native and non-native species. Trees and large shrubs are predominant where sufficient right of way is available. Zone 2 may vary from mowed grass to low-maintenance vegetation. Roadside management is used to develop a consistent, informal, moderately-refined appearance in Zone 2. Structures are coordinated for visual continuity throughout the corridor.



**Semiurban Roadside Character**

## **Urban**

The urban landscape is a predominantly built environment.

A roadside classified as urban is characterized by elements that mirror the character of adjacent land use. Vegetation is mostly non-native (ornamental) trees, shrubs, groundcover, with remnants of native vegetation. There is a consistent, refined appearance throughout all management zones. Structures are coordinated for visual continuity throughout the corridor. Special attention is given to architectural detail.



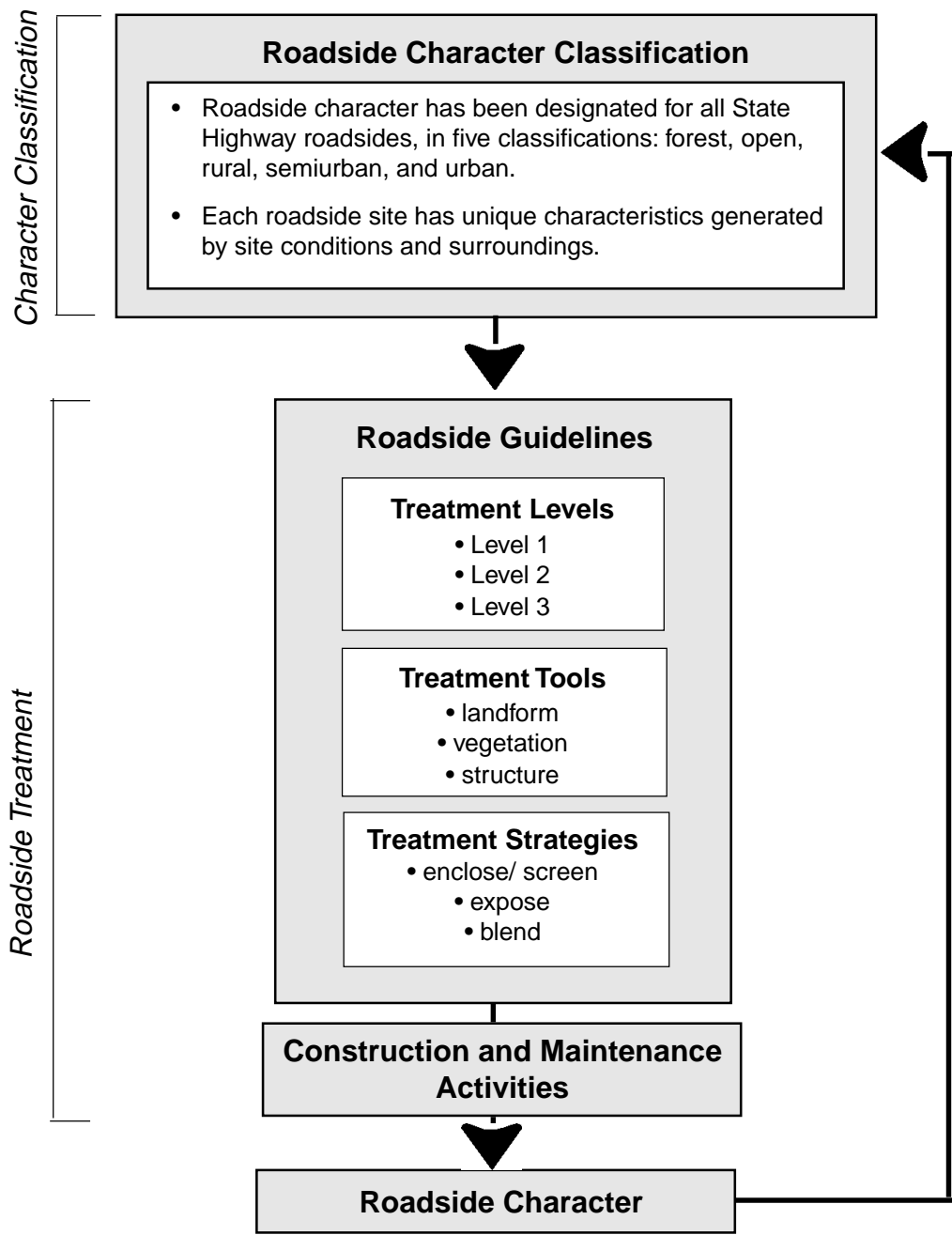
**Urban Roadside Character**

## **Roadside Character Segments**

A *roadside character segment* is a route or portion of a route distinguishable by one predominant roadside character. The WSDOT regions and Olympia Service Center have located, by milepost, the boundaries of roadside character segments along every Washington State highway. These roadside character segments are recorded in the *Roadside Classification Log* (see Appendices). Roadside character segment specifications are as follows:

- All roadside treatment within a segment is directed toward restoration of the designated roadside character. Restoration towards a more natural character category is appropriate.
- To minimize roadside character fragmentation, character segments are no less than 1.5 kilometers [0.9 mile] in length, with the following exceptions:
  1. Where a route passes through a small town, a roadside character segment of no less than 800 meters [.5 mile] may be designated. This allows the route within the town to be treated according to the town's unique character.
  2. A semiurban roadside character segment may be less than 1.6 kilometers [1 mile] in length if it is immediately next to an urban roadside character segment.
  3. Exception to the 1.5 kilometers [0.9 mile] length may be made in the vicinity of two intersecting roads if a shorter length is necessary to blend the two route corridors together, in keeping with the RCP objectives.
- If keeping roadside character consistent with the *Roadside Classification Log* is not achievable through planning, design, construction, and/or maintenance activities, then a revision to the *Log* is required. See "Revisions" in Chapter 2.

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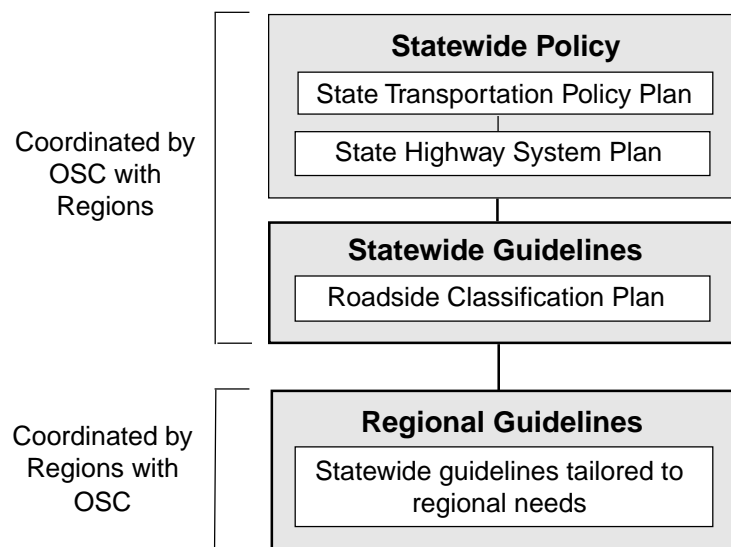
Roadside Classification and Treatment

Figure 2



## Roadside Guidelines

Roadside planning, design, construction, and maintenance activities are conducted according to the roadside guidelines provided in Tables I - IV. These guidelines provide statewide parameters at a policy level. Regional variations in roadside treatment must fall within these statewide parameters (see Figure 3). Departmental manuals, including the *Design Manual* (M 22-01), *Roadside Manual* (M 25-30), *Maintenance Manual* (M 51-01), *Highway Runoff Manual* (M 31-16), and *Environmental Procedures Manual* (M 31-11) contain recommended practices for guideline implementation.



**Figure 3**

## Treatment Levels

Roadside restoration is implemented through both construction and maintenance activities.

In the case of construction activities, the appropriate roadside treatment level is determined during the project summary stage by using the RCP guidelines tables. Treatment levels are recorded on the Design Decisions Summary Form, along with mileposts and references to environmental documentation and/or specific public commitments, where applicable.

Maintenance activities sustain the roadside treatments established by construction activities. All maintenance activities are in accordance with Treatment Level 1.

Treatment levels are as follows (for more on the programs mentioned below, refer to the State Highway System Plan):

***Treatment Level 1 (TL 1)***

- The intent of TL 1 is to use maintenance activities, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character. Treatment Level 1 applies to the entire roadside. Treatment Level 1 is the basic level of treatment for Highway Maintenance (Program M). The maintenance budget is financially responsible for these activities.

***Treatment Level 2 (TL 2)***

- The intent of TL2 is to use construction activities to restore the roadside to the designated roadside character within the construction limits of the project (including construction easements). Treatment Level 2 is the basic level of roadside treatment for all construction projects. TL2 does not apply under Preservation Programs (P1, P2, P3), the Safety Improvement Program (I2), or the Environmental Retrofit Program (I4), except where that type of work disturbs the roadside. The corresponding program (Preservation, Safety, or Environmental Retrofit) will then be financially responsible to restore the disturbed area only.

***Treatment Level 3 (TL 3)***

- The intent of TL 3 is to use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments. Use of TL 3 requires the approval of the State Design Engineer.

**Treatment Tools**

The basic treatment tools used to restore roadside character are: landform, vegetation, and structure.

***Landform***

Landform includes soil, rock outcrops, and the surface and subsurface configurations of land. Landform is used to accomplish operational, environmental, and visual functions. Roadsides are graded to match adjacent slopes and reflect surrounding topography. Designs diverging from conventional road geometry may be necessary to fulfill these aims.

Roadside landforms are designed and graded to manage stormwater runoff and surface water infiltration, where necessary, and to carry out approved wetland preservation and mitigation measures. Rock cuts are designed for minimal visual impact, in accordance with safety standards.

Landforms, such as berms, may be used to delineate and redirect traffic, screen distractions and unsightly elements, and separate conflicting land uses. These uses of landform may not necessarily blend with the natural contours of adjacent land. Vegetation may be used to blend landform into the surrounding area.

***Vegetation***

Roadsides are planned, designed, constructed, and maintained for permanent vegetative cover, in coordination with roadside management zones (see Appendices for roadside management zone objectives). Existing native vegetation is protected wherever possible, and native plant material is used wherever conditions

permit. Desirable volunteer plants are encouraged, invasive species discouraged, and native plant communities are restored through Integrated Vegetation Management (IVM).

When other plant material is used, species are selected for adaptability to roadside conditions, compatibility with native species and roadside functions, and appearance in harmony with roadside character.

In the design of roadside projects, appropriate site and soil analyses are performed and plant characteristics are matched with site and soil conditions. Plant material is selected and located for minimal long-term maintenance (including water use), and minimal fertilizer and pesticide use. Plant material must be compatible with desirable volunteer growth.

### ***Structures***

Structures, such as traffic and noise barriers, utility structures, retaining walls, and vegetated earth walls, are designed and located to reduce contrast between built and natural elements and facilitate wildlife needs. Structures are designed to blend with local architecture and history, where appropriate, and to enhance corridor continuity. Materials are selected to coordinate with roadside character, and vegetation is used to soften or enhance the appearance of structures.

## **Treatment Strategies**

Treatment strategies coordinate implementation of roadside guidelines and fulfill roadside functions through construction and/or maintenance activities.

### ***Enclose/Screen***

Let existing vegetation grow, plant additional vegetation, extend landform, and/or install structure to:

- Establish a buffer or barrier to reduce roadway noise levels at adjacent properties;
- Establish a buffer or barrier to screen visual distractions and undesirable views;
- Reduce solar and headlight glare;
- Facilitate speed control, positive guidance, and navigation; and/or
- Produce a sense of enclosure for aesthetic reasons.

### ***Expose***

Remove or prune vegetation, grade landform, and/or remove structure to:

- Preserve or restore existing scenic or desirable views as seen from the roadway;
- Remove vegetation for utility accommodation in accordance with the Utilities Accommodation Policy; and/or
- Remove vegetation for solar exposure of pavement when such removal is calculated to significantly reduce icing in a highway corridor.



***Blend***

Bring roadside elements into harmonious composition to:

- Restore roadside character and corridor continuity by acknowledging elements from adjacent land in the roadside design.
- Restore roadside character continuity by integrating various roadside elements within the right of way.

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Table I

## Roadside Guidelines

## Forest Roadside Character

**A roadside classified as forest is characterized by natural-appearing landforms and native trees and/or understory vegetation. Zone 2 may be meadow.**

Treatment Level 1	Treatment Level 2	Treatment Level 3
<p>In addition to safety and operational criteria, use maintenance activities only, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character.</p> <p>(The maintenance budget is financially responsible for these activities.)</p> <p><u>Vegetation</u></p> <ul style="list-style-type: none"> <li>• Encourage native plant communities</li> <li>• Manage vegetation to meet the requirements of operational, environmental, and visual functions with minimal maintenance.</li> <li>• Manage for roadside character continuity; keep level of maintenance consistent throughout each roadside character segment.</li> <li>• Limit the width of Zone 1 as much as possible.</li> <li>• Manage the transition of construction clearing edges to minimize visual impact.</li> <li>• Manage vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Where grass and forbs are preferred in Zone 2, manage as natural-appearing meadow.</li> <li>• Manage the roadside area within any overhead utility corridor to exclude vegetation that will interfere with the utility.</li> <li>• Use IVM to screen visual distractions and undesirable views.</li> <li>• Coordinate with adjacent property owners to protect roadside vegetation from logging or clearing impacts, where possible.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Preserve original architectural design intent.</li> <li>• Manage vegetation to soften the appearance of structures.</li> </ul>	<p>Use construction activities within the construction limits of the project (including construction easements) to restore the roadside to the designated roadside character.</p> <p>[Does not apply under Preservation programs, the Safety Improvement Program (I2), or the Environmental Retrofit Program (I4), except where that type of work disturbs the roadside. The corresponding program (Preservation, Safety, or Environmental Retrofit) will then be financially responsible to restore the disturbed area only.]</p> <ul style="list-style-type: none"> <li>• Restore operational, environmental, and visual functions. Where possible, work with land use agencies and adjacent land owners to preserve and establish buffer zones.</li> </ul> <p><u>Landform</u></p> <ul style="list-style-type: none"> <li>• Adjust grading limits to protect desirable vegetation, natural habitat, wetlands and sensitive areas, and heritage resources.</li> <li>• Design slopes and drainage to manage stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Design grading required for construction projects to facilitate maintenance in roadside management Zone 2.</li> <li>• Adjust grading limits to preserve and protect vegetation for screening purposes.</li> <li>• Grade slopes to blend with adjacent slopes and reflect surrounding topography.</li> <li>• Expose scenic views with landform through contour grading where appropriate.</li> <li>• Design rock cuts for minimal impact on visual quality.</li> <li>• Satisfy safety criteria for rock outcrops within roadside management Zone 2 through the use of redirection landforms or traffic barrier extensions.</li> <li>• Where cost-effective, save topsoil for redistribution.</li> </ul> <p><u>Vegetation</u></p> <p>In coordination with IVM goals:</p> <ul style="list-style-type: none"> <li>• Minimize site disturbances to protect native plant communities and specimen trees.</li> <li>• Select plant material to accelerate the recovery of native plant communities.</li> <li>• Zone 2: Seed graded and disturbed areas with erosion control seeding mixture; include native grass and forb species in the seeding mixture where possible.</li> <li>• Zone 3: In conjunction with erosion control measures, restore roadside character with native tree seedlings; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage establishment of undesirable species.</li> <li>• Select vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Select and locate plant material to facilitate driver guidance, screen visual distractions and undesirable views, and to create a natural appearance.</li> <li>• Locate plantings to frame scenic views.</li> <li>• Design the transition of construction clearing edges to minimize visual impact.</li> <li>• To restore roadside character continuity through blending, integrate various elements within the right of way, while also ensuring that forest character predominates. Where necessary, respond selectively to adjacent land use, as follows: use native plant material; continue roadside design scale through blended area, design for visual continuity throughout the character segment.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Minimize use of structures; design structures to be visually unobtrusive, and select materials to blend with the site and the natural landscape.</li> <li>• Select and manage vegetation to soften the appearance of structures.</li> <li>• Consider scenic views in location and design of structures.</li> <li>• Select traffic barriers to fit harmoniously within the landscape, where a significant reduction in visual impact is required.</li> <li>• Incorporate wildlife needs into the design and location of structures.</li> </ul>	<p>Use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments.</p> <p>(Includes all guidelines in Treatment Level 2, except where superseded by Treatment Level 3 guidelines.)</p> <ul style="list-style-type: none"> <li>• Consider the purchase of additional right of way, the purchase of development rights, and/or the development of partnerships for future screening/buffering and/or environmental functions as adjacent land uses change.</li> </ul> <p><u>Vegetation</u></p> <ul style="list-style-type: none"> <li>• Restore the roadside with a mixture of native plant material: tree whips, conifers up to 30" in height, and shrub seedlings.</li> <li>• Irrigated lawns may be used in pedestrian areas.</li> <li>• Select vegetation, design planting density, and manage to achieve desired degree of blending and/or to meet screen/enclosure objectives by the tenth year after construction or initial management action.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Structural screening/fences may be used to screen visual distractions and undesirable views where right of way is limited.</li> </ul>

**Table II**

**Roadside Guidelines**

**Open Roadside Character**

***A roadside classified as open is characterized by natural-appearing landforms and low growing native vegetation or agricultural crops associated with adjacent farming.***

Treatment Level 1	Treatment Level 2	Treatment Level 3
<p>In addition to safety and operational criteria, use maintenance activities only, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character.</p> <p>(The maintenance budget is financially responsible for these activities.)</p> <p><u>Vegetation</u></p> <ul style="list-style-type: none"> <li>• Encourage native plant communities</li> <li>• Manage vegetation to meet the requirements of operational, environmental, and visual functions with minimal maintenance.</li> <li>• Manage for roadside character continuity; keep level of maintenance consistent throughout each roadside character segment.</li> <li>• Limit the width of Zone 1 as much as possible.</li> <li>• Manage vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Where roadside functions will not be compromised, allow, by permit, agricultural use of the roadside associated with adjacent farming.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Preserve original architectural design intent.</li> </ul>	<p>Use construction activities within the construction limits of the project (including construction easements) to restore the roadside to the designated roadside character.</p> <p>[Does not apply under Preservation programs, the Safety Improvement Program (I2), or the Environmental Retrofit Program (I4), except where that type of work disturbs the roadside. The corresponding program (Preservation, Safety, or Environmental Retrofit) will then be financially responsible to restore the disturbed area only.]</p> <ul style="list-style-type: none"> <li>• Restore operational, environmental, and visual functions. Where possible, work with land use agencies and adjacent land owners to preserve and establish buffer zones.</li> </ul> <p><u>Landform</u></p> <ul style="list-style-type: none"> <li>• Adjust grading limits to protect desirable vegetation, natural habitat, wetlands and sensitive areas, and heritage resources.</li> <li>• Design slopes and drainage to manage stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Design grading required for construction projects to facilitate maintenance in roadside management Zone 2.</li> <li>• Design landform to facilitate driver guidance where appropriate.</li> <li>• Grade slopes to blend with adjacent slopes and reflect surrounding topography.</li> <li>• Expose scenic views with landform through contour grading where appropriate.</li> <li>• Design rock cuts for minimal impact on visual quality.</li> <li>• Satisfy safety criteria for rock outcrops within roadside management Zone 2 through the use of redirection landforms or traffic barrier extensions.</li> <li>• Save topsoil for redistribution.</li> <li>• Where a roadside screen or visual barrier between the roadway and adjacent land is necessary, use vegetated earth berms or earth walls.</li> </ul> <p><u>Vegetation</u></p> <p>In coordination with IVM goals:</p> <ul style="list-style-type: none"> <li>• Minimize site disturbances to protect native plant communities and specimen trees.</li> <li>• Zones 2 and 3: Seed graded and disturbed areas with erosion control seeding mixture; incorporate native plant seed into erosion control seed mixtures; use salvaged topsoil as a source for native seed and other vegetative regeneration.</li> <li>• Design the transition of construction clearing edges to minimize visual impact.</li> <li>• To restore roadside character continuity through blending, integrate various elements within the right of way, while also ensuring that open character predominates. Where necessary, respond selectively to adjacent land use, as follows: use native plant material; continue roadside design scale through blended area; design for visual continuity throughout the character segment; select plant material to accelerate the recovery of native plant communities; select vegetation to control stormwater runoff, minimize erosion, and achieve slope stability; select and locate plant material to create a natural appearance.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Minimize use of structures; design structures to be visually unobtrusive, and select materials to blend with the site and the natural landscape.</li> <li>• Consider scenic views in location and design of structures.</li> <li>• Select traffic barriers to fit harmoniously within the landscape, where a significant reduction in visual impact is required.</li> <li>• Select vegetation to soften the appearance of structures.</li> <li>• Incorporate wildlife needs into the design and location of structures.</li> </ul>	<p>Use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments.</p> <p>(Includes all guidelines in Treatment Level 2, except where superseded by Treatment Level 3 guidelines.)</p> <ul style="list-style-type: none"> <li>• Consider the purchase of additional right of way, the purchase of development rights, and/or the development of partnerships for future screening/buffering and/or environmental functions as adjacent land uses change.</li> </ul> <p><u>Vegetation</u></p> <ul style="list-style-type: none"> <li>• Restore the roadside with native seedlings; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage establishment of undesirable species.</li> <li>• Irrigated lawns may be used in pedestrian areas.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Use structures for screening only where landform or landform/vegetation solutions are not feasible.</li> </ul>

Table III

## Roadside Guidelines

## Rural Roadside Character

**A roadside classified as rural is characterized by natural-appearing landforms and vegetation. Vegetation is predominantly native. Non-native vegetation may reflect historical land use. Zone 2 may be meadow or agricultural crops associated with adjacent farming. Character continuity is provided by uniform Zone 2 management.**

Treatment Level 1	Treatment Level 2	Treatment Level 3
<p>In addition to safety and operational criteria, use maintenance activities only, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character.</p> <p>(The maintenance budget is financially responsible for these activities.)</p> <p><u>Vegetation</u></p> <ul style="list-style-type: none"> <li>• Encourage native plant communities</li> <li>• Manage vegetation to meet the requirements of operational, environmental, and visual functions with minimal maintenance.</li> <li>• Manage for roadside character continuity; keep level of maintenance consistent throughout each roadside character segment.</li> <li>• Limit the width of Zone 1 as much as possible.</li> <li>• Manage the transition of construction clearing edges to minimize visual impact.</li> <li>• Manage vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Where grass and forbs are preferred in Zone 2, manage as natural-appearing meadow.</li> <li>• Manage to achieve desired degree of blending and/or to meet screen/enclosure objectives.</li> <li>• Manage the roadside area within any overhead utility corridor to exclude vegetation that will interfere with the utility.</li> <li>• Use IVM to screen visual distractions and undesirable views.</li> <li>• Where roadside functions will not be compromised, allow, by permit, agricultural use of the roadside associated with adjacent farming.</li> <li>• Coordinate with adjacent property owners to protect roadside vegetation from logging or clearing impacts, where possible.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Preserve original architectural design intent.</li> <li>• Manage vegetation to soften the appearance of structures.</li> </ul>	<p>Use construction activities within the construction limits of the project (including construction easements) to restore the roadside to the designated roadside character.</p> <p>[Does not apply under Preservation programs, the Safety Improvement Program (I2), or the Environmental Retrofit Program (I4), except where that type of work disturbs the roadside. The corresponding program (Preservation, Safety, or Environmental Retrofit) will then be financially responsible to restore the disturbed area only.]</p> <ul style="list-style-type: none"> <li>• Restore operational, environmental, and visual functions. Where possible, work with land use agencies and adjacent land owners to preserve and establish buffer zones.</li> </ul> <p><u>Landform</u></p> <ul style="list-style-type: none"> <li>• Adjust grading limits to protect desirable vegetation, natural habitat, wetlands and sensitive areas, and heritage resources.</li> <li>• Design slopes and drainage to manage stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Design grading required for construction projects to facilitate maintenance in roadside management Zone 2.</li> <li>• Adjust grading limits to preserve and protect vegetation for screening purposes.</li> <li>• Grade slopes to blend with adjacent slopes and reflect surrounding topography.</li> <li>• Expose scenic views with landform through contour grading where appropriate.</li> <li>• Design rock cuts for minimal impact on visual quality.</li> <li>• Satisfy safety criteria for rock outcrops within roadside management Zone 2 through the use of redirectional landforms or traffic barrier extensions.</li> <li>• Where cost-effective, save topsoil for redistribution.</li> </ul> <p><u>Vegetation</u></p> <p>In coordination with IVM goals:</p> <ul style="list-style-type: none"> <li>• Minimize site disturbances to protect native plant communities and specimen trees.</li> <li>• Select plant material to favor native plant communities.</li> <li>• Zone 2: Seed graded and disturbed areas with erosion control seeding mixture; include native grass and forb species in the seeding mixture where possible.</li> <li>• Zone 3: In conjunction with erosion control measures, restore roadside character with tree and shrub seedlings; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage establishment of undesirable species.</li> <li>• Select vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Select and locate plant material to facilitate driver guidance, to screen visual distractions and undesirable views, and to create a natural appearance.</li> <li>• Locate plantings to frame scenic views.</li> <li>• Design and manage the transition of construction clearing edges to minimize visual impact.</li> <li>• To restore roadside character continuity through blending, integrate various elements within the right of way, while also ensuring that rural character predominates. Where necessary, respond selectively to adjacent land use, as follows: use native plant material where appropriate; continue roadside design scale through blended area; design for visual continuity throughout the character segment.</li> <li>• Select vegetation and design planting density to achieve desired degree of blending and/or to meet screen/enclosure objectives by the fifteenth year after construction.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Design structures to be visually unobtrusive, and select materials to blend with the site and the natural landscape.</li> <li>• Select vegetation to soften the appearance of structures.</li> <li>• Consider scenic views in location and design of structures.</li> <li>• Select traffic barriers to fit harmoniously within the landscape, where a significant reduction in visual impact is required.</li> <li>• Incorporate wildlife needs into the design and location of structures.</li> </ul>	<p>Use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments.</p> <p>(Includes all guidelines in Treatment Level 2, except where superseded by Treatment Level 3 guidelines.)</p> <ul style="list-style-type: none"> <li>• Consider the purchase of additional right of way, the purchase of development rights, and/or the development of partnerships for future screening/buffering and/or environmental functions as adjacent land uses change.</li> </ul> <p><u>Vegetation</u></p> <ul style="list-style-type: none"> <li>• Restore the roadside with trees (conifers up to 4 feet in height and deciduous trees up to 1 inch in caliper), and shrub seedlings.</li> <li>• Use temporary irrigation only where unavoidable.</li> <li>• Irrigated lawns may be used in pedestrian areas.</li> <li>• Select vegetation and design planting density to achieve desired degree of blending and/or to meet screen/enclosure objectives by the tenth year after construction or initial management action.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Structural screening/fences may be used to screen views where right of way is limited.</li> </ul>

Table IV

## Roadside Guidelines

## Semiurban Roadside Character

**A roadside classified as semiurban is transitional in character. Vegetation is a combination of native and non-native species. Trees and large shrubs are predominant where sufficient right of way is available. Zone 2 may vary from mowed grass to low-maintenance vegetation. Roadside management is used to develop a consistent, informal, moderately-refined appearance in Zone 2. Structures are coordinated for visual continuity throughout the highway corridor.**

Treatment Level 1	Treatment Level 2	Treatment Level 3
<p>In addition to safety and operational criteria, use maintenance activities only, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character.</p> <p>(The maintenance budget is financially responsible for these activities.)</p> <p><u>Vegetation</u></p> <ul style="list-style-type: none"> <li>• Encourage native plant communities</li> <li>• Manage vegetation to meet the requirements of operational, environmental, and visual functions with minimal maintenance.</li> <li>• Manage for roadside character continuity; keep level of maintenance consistent throughout each roadside character segment.</li> <li>• Limit the width of Zone 1 as much as possible.</li> <li>• Manage the transition of construction clearing edges to minimize visual impact.</li> <li>• Manage vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Manage to achieve desired degree of blending and/or to meet screen/enclosure objectives.</li> <li>• Manage the roadside area within any overhead utility corridor to exclude vegetation that will interfere with the utility.</li> <li>• Use IVM to screen visual distractions and undesirable views.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Preserve original architectural design intent.</li> <li>• Manage vegetation to soften the appearance of structures.</li> </ul>	<p>Use construction activities within the construction limits of the project (including construction easements) to restore the roadside to the designated roadside character.</p> <p>[Does not apply under Preservation programs, the Safety Improvement Program (I2), or the Environmental Retrofit Program (I4), except where that type of work disturbs the roadside. The corresponding program (Preservation, Safety, or Environmental Retrofit) will then be financially responsible to restore the disturbed area only.]</p> <ul style="list-style-type: none"> <li>• Restore operational, environmental, and visual functions. Where possible, work with land use agencies and adjacent land owners to preserve and establish buffer zones.</li> <li>• Design Zone 2 to facilitate maintenance activities.</li> </ul> <p><u>Landform</u></p> <ul style="list-style-type: none"> <li>• Adjust grading limits to protect desirable vegetation, natural habitat, wetlands and sensitive areas, and heritage resources.</li> <li>• Adjust grading limits to preserve and protect vegetation for screening purposes.</li> <li>• Design slopes and drainage to manage stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Grade slopes to provide corridor continuity.</li> <li>• Where cost-effective, save topsoil for redistribution.</li> </ul> <p><u>Vegetation</u></p> <p>In coordination with IVM goals:</p> <ul style="list-style-type: none"> <li>• Minimize site disturbances to protect native plant communities and specimen trees.</li> <li>• Zone 2: Seed graded and disturbed areas with erosion control seeding mixture; shrub seedlings may be planted. Calculate plant spacing as below.</li> <li>• Zone 3: In conjunction with erosion control measures, restore roadside character with trees (conifers up to 4 feet in height and deciduous trees up to 1 inch in caliper), and shrub seedlings; plant trees of up to 2 inches in caliper in pedestrian areas; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage establishment of undesirable species.</li> <li>• Incorporate planned/existing local street tree programs into roadside plans.</li> <li>• Use temporary irrigation for plant establishment where necessary; design permanent irrigation only where unavoidable.</li> <li>• Select vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Select and locate plant material to facilitate driver guidance and to screen visual distractions and undesirable views.</li> <li>• Locate plantings to enhance views.</li> <li>• To restore roadside character continuity through blending with adjacent land use: continue roadside design scale through blended area; design for visual continuity throughout character segment.</li> <li>• Select vegetation and design planting density to achieve desired degree of blending and/or to meet screen/enclosure objectives by the tenth year after construction.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Design structures to provide visual continuity, in coordination with other structures within the roadway corridor.</li> <li>• Structural screens/fences may be used to screen views where right of way is limited.</li> <li>• Consider scenic views in design of structures.</li> <li>• Use vegetation to enhance architectural elements.</li> </ul>	<p>Use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments.</p> <p>(Includes all guidelines in Treatment Level 2, except where superseded by Treatment Level 3 guidelines.)</p> <ul style="list-style-type: none"> <li>• Consider the purchase of additional right of way, the purchase of development rights, and/or the development of partnerships for future screening/buffering and/or environmental functions as adjacent land uses change.</li> </ul> <p><u>Vegetation</u></p> <ul style="list-style-type: none"> <li>• Plant trees of up to 3 inches in caliper in pedestrian areas; areas of Zone 2 that cannot be mowed may be planted with shrubs and groundcovers.</li> <li>• Irrigated lawns may be used in pedestrian areas.</li> <li>• Select vegetation and design planting density to achieve desired degree of blending and/or to meet screen/enclosure objectives by the seventh year after construction or initial management action.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Consider the use of traffic barriers to reduce tree setback limits where right of way is narrow and screening is essential.</li> </ul>

Table V

## Roadside Guidelines

## Urban Roadside Character

**A roadside classified as urban is characterized by elements that mirror the character of adjacent land use. Vegetation is predominantly non-native (ornamental) trees, shrubs, and groundcover, with remnants of native vegetation. There is a consistent, refined appearance throughout all management zones. Structures are coordinated for visual continuity throughout the corridor. Special attention is given to architectural detail.**

Treatment Level 1	Treatment Level 2	Treatment Level 3
<p>In addition to safety and operational criteria, use maintenance activities only, including Integrated Vegetation Management (IVM), to restore the roadside to the designated roadside character.</p> <p>(The maintenance budget is financially responsible for these activities.)</p> <p><u>Vegetation</u></p> <ul style="list-style-type: none"> <li>• Manage vegetation to meet the requirements of operational, environmental, and visual functions with minimal maintenance.</li> <li>• Manage for roadside character continuity; keep level of maintenance consistent throughout each roadside character segment.</li> <li>• Limit the width of Zone 1 as much as possible.</li> <li>• Manage the transition of construction clearing edges to minimize visual impact.</li> <li>• Manage vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Manage to achieve desired degree of blending and/or to meet screen/enclosure objectives.</li> <li>• Manage the roadside area within any overhead utility corridor to exclude vegetation that will interfere with the utility.</li> <li>• Use IVM to screen visual distractions and undesirable views.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Preserve original architectural design intent.</li> <li>• Manage vegetation to soften the appearance of structures.</li> </ul>	<p>Use construction activities within the construction limits of the project (including construction easements) to restore the roadside to the designated roadside character.</p> <p>[Does not apply under Preservation programs, the Safety Improvement Program (I2), or the Environmental Retrofit Program (I4), except where that type of work disturbs the roadside. The corresponding program (Preservation, Safety, or Environmental Retrofit) will then be financially responsible to restore the disturbed area only.]</p> <ul style="list-style-type: none"> <li>• Restore operational, environmental, and visual functions. Where possible, work with land use agencies and adjacent land owners to preserve and establish buffer zones.</li> <li>• Design all management zones to facilitate maintenance activities.</li> </ul> <p><u>Landform</u></p> <ul style="list-style-type: none"> <li>• Adjust grading limits to protect desirable vegetation, natural habitat, wetlands and sensitive areas, and heritage resources.</li> <li>• Design landforms to reflect urban architecture.</li> <li>• Design slopes and drainage to manage stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Where cost-effective, save topsoil for redistribution.</li> </ul> <p><u>Vegetation</u></p> <p>In coordination with IVM goals:</p> <ul style="list-style-type: none"> <li>• Minimize site disturbances to protect native plant communities and specimen trees.</li> <li>• Zone 2: Seed graded and disturbed areas with erosion control seeding mixture; shrubs and groundcovers may be planted. Calculate plant spacing as below.</li> <li>• Zone 3: In conjunction with erosion control measures, restore roadside character with trees (conifers up to 6 feet in height, and deciduous trees up to 2 inches in caliper), and shrubs; plant trees of up to 3 inches in caliper in pedestrian areas; calculate plant spacing based on site conditions, expected plant survival rate, and density required to discourage establishment of undesirable species.</li> <li>• Incorporate planned/existing local street tree programs into roadside plans.</li> <li>• Use temporary irrigation for plant establishment where necessary; design permanent irrigation where unavoidable.</li> <li>• Select vegetation to control stormwater runoff, minimize erosion, and achieve slope stability.</li> <li>• Select and locate plant material to facilitate driver guidance and screen visual distractions and undesirable views.</li> <li>• Locate plantings to enhance desirable views.</li> <li>• To restore roadside character continuity through blending adjacent land use: continue roadside design scale through blended area; design for visual continuity throughout character segment.</li> <li>• Select vegetation and design planting density to achieve desired degree of blending or to meet screen/enclosure objectives by seventh year after construction.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Design structures to provide visual continuity and enhance the urban environment; give special attention to architectural detail.</li> <li>• Structural screens/fences may be used to screen views where right of way is limited.</li> <li>• Consider scenic views when locating signs.</li> <li>• Use vegetation to enhance architectural elements.</li> </ul>	<p>Use construction activities to accelerate restoration of the roadside to the designated roadside character and to fulfill additional environmental requirements and/or public commitments.</p> <p>(Includes all guidelines in Treatment Level 2, except where superseded by Treatment Level 3 guidelines.)</p> <ul style="list-style-type: none"> <li>• Consider the purchase of additional right of way, the purchase of development rights, and/or the development of partnerships for future screening/buffering and/or environmental functions as adjacent land uses change.</li> </ul> <p><u>Vegetation</u></p> <ul style="list-style-type: none"> <li>• Groundcovers may be planted in Zones 2 and 3.</li> <li>• Irrigated lawns may be used in pedestrian areas.</li> <li>• Select vegetation, design planting density, and manage to achieve desired degree of blending and/or to meet screen/enclosure objectives by the fifth year after construction or initial management action.</li> </ul> <p><u>Structure</u></p> <ul style="list-style-type: none"> <li>• Consider the use of traffic barriers to reduce tree setback limits where right of way is narrow and screening is essential.</li> </ul>

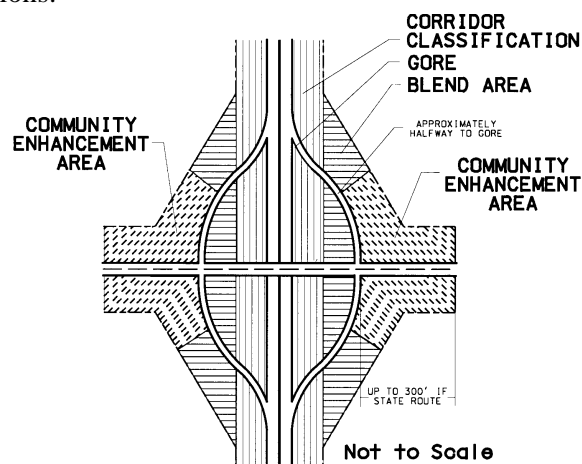
## General

Community Enhancement Areas (CEAs) are roadside areas designed and maintained in partnership with community organizations to convey first impressions to visitors and express community identity. As entryways to towns, cities, regions, or the state, they provide special opportunities to highlight an area through landscape design and public art. Community Enhancement Areas are established at the request of a community organization, in agreement with the WSDOT Region Landscape Architect (or equivalent) and Maintenance Engineer.

A CEA agreement documents design and maintenance responsibilities for the CEA, and includes applicable legal agreements and permits. CEA agreements must put safety first. Designs must be compatible with operational requirements, such as sight distance and clear zone. Designs must also retain character continuity within the corridor, and be in harmony with site characteristics. Any CEA arrangement must not constitute a present or future financial burden on WSDOT. Three roadside locations are eligible for CEAs: interchanges, gateways, and intersections.

### Interchange Community Enhancement Area

The Interchange CEA may be located on any interchange of a multilane state roadway. Upon agreement with the WSDOT Region Landscape Architect (or equivalent) and Maintenance Engineer, this CEA may also extend into the blend area as illustrated in Figure 4. The blend area may partially diverge from the roadside character classification as long as the designated roadside character prevails. This can be accomplished by incorporating trees or other predominant landscape elements from the roadside character into the blend area design. Private participation in maintenance within the interchange core is discouraged, due to safety considerations.

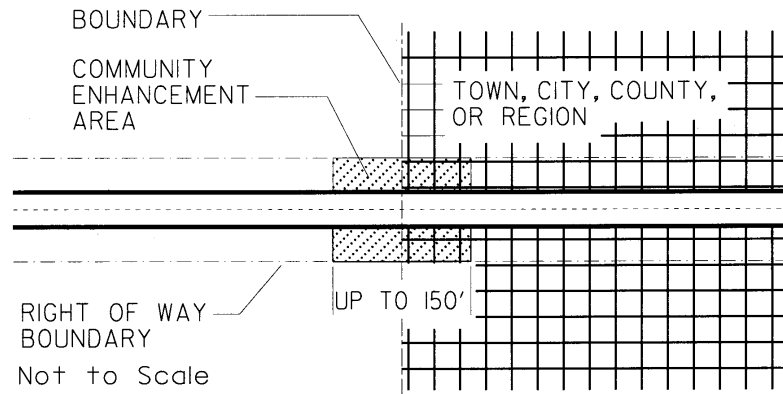


Interchange Community Enhancement Area

Figure 4

### Gateway Community Enhancement Area

The Gateway CEA applies to town, city, region, or state boundaries along all roads except multilane, limited access highways. An area of right of way up to 50 meters [150 feet] in length, extending up to the width of the right of way, and at or inside of the town, city, region, or state boundary, is eligible for Gateway CEA use, as shown below.

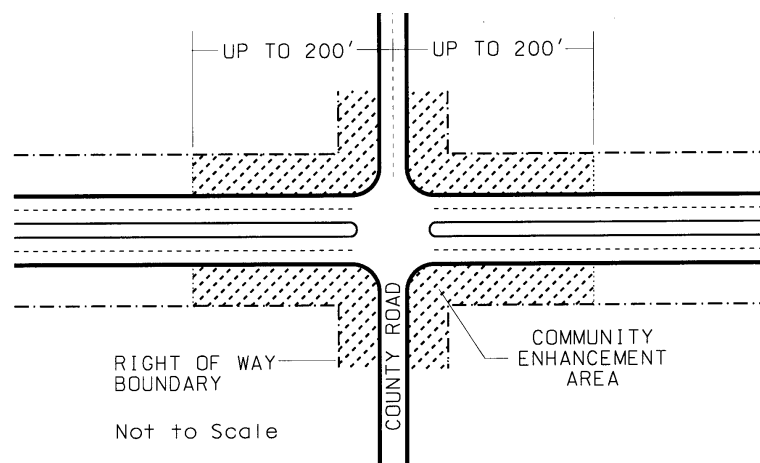


**Gateway Community Enhancement Area**

*Figure 5*

### Intersection Community Enhancement Area

Interchange intersections and intersections providing the sole state highway route access to a community, may be considered for a CEA. The Intersection CEA extends the width of the right of way up to 61 meters [200 feet] from the center line of the intersecting road, as shown in Figure 6. The Intersection CEA blends into the designated roadside character by including trees or other predominant landscape elements from the adjacent roadside character in the CEA design.



**Intersection Community Enhancement Area**

*Figure 6*



**General**

WSDOT's first responsibility is for the safety and welfare of the roadway user. Management of the right of way should focus on maintaining the safety and integrity of the highway facility in a manner consistent with authorized state highway purposes.

Authorized state highway purposes include planting, protection, or encouragement of any appropriate vegetation, and the correction of unsightly conditions upon the right of way (RCW 47.40.010). Any alteration of roadside vegetation must be consistent with roadside functions and Roadside Classification Plan (RCP) provisions, and must be accomplished in a consistent, cost-effective, and environmentally-sensitive manner.

Approaches to implementing RCP provisions may vary depending on whether or not WSDOT owns rights to access, light, view, and air. For the most part, if the highway is a limited access highway, the department has acquired fee ownership, including the rights to access, light, view, and air. In this case, the department has the right to maintain and develop existing roadside conditions as shown by plans or implied at the time of right of way acquisition.

Many roadways that were turned over to the State by counties, especially those in Eastern Washington, are on easements and are nonlimited access highways. In this case, generally the rights to light, view, and air are with the fee owner, unless otherwise arranged. The State has the right to regulate use of the right of way to ensure the safety and integrity of the facility in a manner consistent with the public use for travel, and to use the right of way for highway purposes. In some cases, where it cannot be done otherwise, it may be cost-effective for the department to purchase rights to light, view, and air to maintain the right of way in a particular condition.

**Buffer**

Right of way and easement purchase are recommended as proactive measures to protect roadside character and limit necessity for future roadside mitigation expenses. The department is authorized to secure lands or interest in lands adjacent to any state highway for the preservation of natural beauty or historic sites or viewpoints, or to provide a visual or sound buffer between highways and adjacent properties (RCW 47.12).

Retention of surplus right of way is recommended to protect or encourage appropriate vegetation, correct unsightly conditions upon the right of way, provide a visual or sound buffer between highways and adjacent properties, or fulfill environmental functions.

When adjacent lands are designated for actions that may impact the roadside, coordination with adjacent landowners to protect roadside character is recommended.

## **Private Uses of the Roadside**

Private uses of right of way owned by WSDOT must be mutually beneficial, and must not constitute a present or future financial burden on WSDOT. Roadside uses that are compatible with roadside functions, and in accordance with RCP provisions, including designated roadside character, may be permitted.

Private parties may apply for a permit to cultivate and manage roadside vegetation (RCW 47.40). Any permit granted must clearly identify what the permittee is responsible for, and what he or she cannot do. Such permits are dealt with at the region level.

Requests for view access to or from adjacent properties must be addressed on a case by case basis. In all cases, alterations to the roadside must ensure the safety and integrity of the facility and be accomplished in a consistent, cost-effective, and environmentally-sensitive manner.

*5:P:RCP1*

### Auxiliary Facilities

Auxiliary facilities, such as rest areas, roadside parks, viewpoints, historic and interpretative markers, pedestrian and bicycle facilities, wetland buffer areas, stormwater treatment facilities, park and ride lots, stockpiles, and maintenance storage sites, are integral to the roadside. These facilities are treated according to the roadside character classification of the adjoining roadside. This treatment must be in keeping with the facility's intended function.

### Special Designation Routes

Roadsides along special planning designation routes, such as Scenic and Recreational Highways and Memorial Highways, are treated according to their character classification in the *WSDOT Roadside Classification Log*. Where the special designation status provides additional funds for roadside treatment, attention to the following elements is recommended:

- Public involvement.
- Coordination with adjacent landowners to ensure preservation and restoration of roadside character.
- Right of way or easement acquisition and/or interagency partnering where insufficient right of way width threatens roadside character.
- Provisions for access to the specially recognized resources.
- Design detail and maintenance management treatments.
- Monitoring and documentation of roadside conditions.
- Limited and coordinated signing.

6:P:RCP1



**General**

A Roadside Master Plan (RMP) may be prepared for a route or portion of a route where conditions require coordination of planning, design, construction, and maintenance activities with anticipated route development, construction projects, environmental or other commitments, and/or a special route designation.

Roadside Master Plans are based on a 20-year planning horizon. The RMP is intended to reduce design documentation by providing a basis for construction project preparation, right of way considerations, coordination between roadside design and maintenance, and communication with the public.

Roadside Master Plans are developed by the regions.

Preparation of Roadside Master Plans is recommended in any of the following situations:

- An environmental document indicates significant environmental commitments along the route.
- A Route Development Plan (or equivalent) is scheduled for a route.
- Several construction projects are scheduled along a route.
- An Improvement project will result in extensive roadside disturbance.
- A route or route portion is classified in the *Roadside Classification Log* as semiurban or urban roadside character.
- The route has a significant statutory planning designation, such as a Scenic and Recreational Highway or Memorial Highway.
- Any need exists that requires a coordinated, long-range approach to roadside planning and management.

**Procedures**

- The OSC Roadside and Site Development Services Unit is notified of key meetings regarding Roadside Master Plan preparation.
- Roadside Master Plan documents are submitted to the OSC Roadside and Site Development Services Unit for review.
- The final Roadside Master Plan is approved by the Regional Administrator, with coordinated concurrence by the State Design Engineer, the OSC Planning Office Manager, and the OSC Chief Maintenance Engineer.

7:P:RCP1



**Abbreviations*****CEA***

Community Enhancement Area

***IVM***

Integrated Vegetation Management

***OSC***

Olympia Service Center, WSDOT

***RCP***

Roadside Classification Plan

***RMP***

Roadside Master Plan

***WSDOT***

Washington State Department of Transportation

**Definitions*****Auxiliary Facilities***

Roadway user facilities located within the WSDOT right of way, including rest areas, roadside parks, viewpoints, historic and interpretive markers, pedestrian and bicycle facilities, wetland mitigation areas, park and ride lots, and maintenance facilities adjacent to the roadway. Auxiliary facilities are included in the definition of roadside.

***Blend***

To combine adjacent elements in a way that creates a balanced, visually harmonious landscape. A roadside treatment strategy that integrates roadside elements to preserve roadside character continuity.

***Built Character***

A roadside character category indicating a landscape in which human elements and structures are notable or predominant in the overall context. Built character includes the rural, semiurban, and urban roadside character classifications.

***Community Enhancement Area (CEA)***

Any of three WSDOT recognized roadside areas developed through the initiative of a community organization to convey an impression to visitors and express community identity. CEAs are established at the request of a community

organization, in agreement with the WSDOT Region Landscape Architect (or equivalent) and Maintenance Engineer. The three areas, defined by specific limits, are: interchange CEA, gateway CEA, and intersection CEA.

***Corridor Continuity***

The overall coordination and sequence of visual features as experienced by the roadway user. Corridor continuity contributes to positive guidance, navigation, and a positive driving experience, while also preserving the integrity of the roadside environment.

***Cost-Effective***

Economical in terms of fulfilling roadside functions and Roadside Classification Plan objectives at the least possible cost.

***Cultural***

Of or related to products of human work and thought typical of a population or community at a given time.

***Ecological***

Of or having to do with the environments of living things or with the pattern of relations between living things and their environment, characterized by the interdependence of organisms.

***Ecological Succession***

The natural tendency of plant communities to change over time.

***Enclose/Screen***

A roadside treatment strategy, the aim of which is a more or less permeable buffer between two adjacent elements, typically the roadway and adjacent lands. Used to obscure or lessen the impact of an objectionable view or sound or to otherwise buffer one area from another.

***Enhance (Enhancement)***

To increase or make greater, as in value or beauty. With regards to roadsides, to increase the fulfillment of Roadside Classification Plan objectives through design and maintenance actions.

***Environmental Functions***

Functions that protect and enhance our natural and built surroundings. Environmental functions include water quality, wetland and sensitive area protection, noxious weed control, noise control, habitat preservation, air quality improvement, and erosion control

***Expose***

A roadside treatment strategy, the aim of which is to preserve or open a visual sightline, or remove vegetation for operational purposes.

***Forest Roadside Character***

A roadside character classification in the natural character category, indicating predominantly natural or naturalized forest.



A roadside classified as forest is characterized by natural-appearing landforms and native trees and/or understory vegetation. Zone 2 may be meadow.

### ***Frame***

To design and manage roadside elements to delineate, expose, and enhance a scenic or otherwise desirable view.

### ***Gateway Community Enhancement Area (Gateway CEA)***

A Community Enhancement Area that is located in the vicinity of and highlights a town, city, regional, or state boundary along any state roadway, excluding multilane, limited access highways.

### ***Harmony***

A pleasing combination of elements forming an integrated whole.

### ***Indigenous***

Occurring naturally (without human influence) in a specific area or environment.

### ***Integrated Vegetation Management (IVM)***

Integrated Vegetation Management (IVM) is the establishment of low-maintenance beneficial vegetation, and the suppression of unwanted vegetation, through integration of biological, cultural, manual, mechanical, and educational tactics. Chemical controls are used only when needed. Integrated Vegetation Management uses plant growth characteristics, principles of plant succession, and knowledge of natural and human-related factors affecting environmental change to achieve management goals, while minimizing impacts on the environment.

### ***Interchange Community Enhancement Area (Interchange CEA)***

A Community Enhancement Area that highlights an entryway to a community along a multilane state roadway, and is limited to a specific area delineated within the roadway configuration.

### ***Intersection Community Enhancement Area (Intersection CEA)***

A Community Enhancement Area that highlights an intersection providing sole state roadway access to a community, or is part of a multilane roadway interchange.

### ***Landform***

All or any portion of, the geological features of the earth, including soil, rock outcrops, and the surface and subsurface configurations of land.

### ***Landscape***

All or any portion of, the surface features of the earth, including natural and built elements.

### ***Life-Cycle Costs***

An assessment of all the significant costs (planning, design, construction, and maintenance) of ownership over the anticipated life of an asset.

### ***Maintain***

To facilitate continuance of, or development into, a prescribed condition.

***Maintenance***

The preservation, protection, restoration, or enhancement of the highway facility through ongoing care and upkeep.

***Management Zone***

See Roadside Management Zone.

***Meadow***

Predominantly low herbaceous perennial vegetation, perpetuated through minimal maintenance effort.

***Mitigate (Mitigation)***

To moderate a negative impact by upgrading to an acceptable standard; to make milder, less severe.

***Native (Native Plant)***

Occurring naturally in a particular region, ecosystem, or habitat, without human cause or influence. All plant species indigenous to, or known to exist in, a region at the time of European settlement.

***Natural***

Environmental elements or processes not commonly controlled by people.

***Natural Character***

A roadside character category indicating a landscape in which vegetation and landforms are predominant. Human elements and structures are rare or insignificant in the overall context. Natural character includes the forest and open roadside character classifications.

***Natural Environment***

The dynamic aggregate of interdependent elements, conditions, and influences present in, or produced by, nature and functioning according to processes not originally under the control of people.

***Navigation***

Trip planning and execution. Navigation uncertainty can cause erratic maneuvers and traffic conflicts. Landmarks and guide signs contribute to safe navigation.

***Non-native***

Vegetation that is exotic or foreign in origin. Not native.

***Open Roadside Character***

A roadside character classification in the natural character category indicating a landscape in which sky and sweeping views prevail in a landscape of few or no trees, including prairie, steppe, desert, and agricultural fields.

A roadside classified as open is characterized by natural-appearing landforms and low growing native vegetation or agricultural crops associated with adjacent farming.

***Operational Functions***

Roadside functions that provide safe and multiuse roadsides. Operational functions include access control, clear zone, sight distance, signing, trails and bikeways, and utility accommodation.

***Policy Plan***

See Transportation Policy Plan for Washington State.

***Positive Guidance***

An operational concept based on predictability and coherence of the visual environment. Positive guidance assesses driver expectancy factors and gives the driver visual information to avoid accidents and drive efficiently. (Expectancy refers to the driver's readiness to respond successfully to configurations and conditions that reinforce the driver's expectations.) Land use, sight distance, and terrain are among the factors used to assess driver expectancy and implement positive guidance.

***Preserve***

To keep safe, as from injury, or to keep or maintain integrity (of roadside character or environment).

***Restore (Restoration)***

To bring back to, or develop into, an original or desired (roadside character or ecological) state.

***Roadside***

The area between the roadway edge and right of way boundaries, including unpaved median strips and auxiliary facilities, such as rest areas, roadside parks, viewpoints, historic markers, pedestrian and bicycle facilities, wetland buffer areas, stormwater treatment facilities, park and ride lots, and maintenance facilities adjacent to the roadway.

***Roadside Character***

The general character of the roadside landscape, assessed according to the roadway user's visual perspective. Roadside character is the basis for roadside character classification.

***Roadside Classification***

Any of five classifications given to a route or stretch of roadway through a review process conducted by WSDOT, and documented in the *WSDOT Roadside Classification Log*. Roadside character classifications fall within two categories: natural and built. Natural includes the Open and Forest roadside character classifications. Built includes the Rural, Semiurban, and Urban roadside character classifications.

***Roadside Function***

Any activity or role for which the roadside is specifically suited and used. The roadside is managed to fulfill operational, environmental, and visual functions. In reality, these functions are interrelated and inseparable. However, the three categories help communicate the scope of roadside management issues.

***Roadside Guidelines***

Guidelines developed to facilitate roadside management consistent with Roadside Classification Plan objectives. Roadside guidelines begin as statewide guidelines and are tailored by the WSDOT regions into regional and route-specific guidelines as needed.

***Roadside Management***

WSDOT management encompassing the planning, design, construction, and maintenance of roadsides.

***Roadside Management Zone***

Any of three roadside zones delineated to facilitate roadside management (not all zones occur on every roadside.) See “Roadside Management Zones” in the Appendices. The zones are:

- Zone 1 (Vegetation Free Zone): Width as necessary to meet operational needs. The width of Zone 1 is limited as much as possible. In most cases the width is 0-2 ft.
- Zone 2 (Operational Zone): Extends from the outside edge of Zone 1 to meet operational needs.
- Zone 3 (Transition Zone): Extends from the outside edge of Zone 2 to the right of way line.

***Roadside Master Plan (RMP)***

A roadside plan prepared for a route or portion of a route where conditions require coordination of planning, design, construction, and maintenance with anticipated route development, construction activities, environmental or other commitments, and/or a special route designation.

***Roadside Restoration***

The use of planning, design, construction, and maintenance activities to protect and restore the roadside according to designated roadside character and Roadside Classification Plan provisions.

***Roadside Treatment Level***

Any of three levels of RCP guideline implementation. The three levels of treatment are: level 1 (restore roadside character through maintenance activities, using IVM), level 2 (restore roadside character through project construction activities), and level 3 (accelerate restoration of roadside character through project construction activities).

***Roadside Treatment Strategy***

A conceptual design strategy used to coordinate implementation of roadside guidelines and fulfill roadside functions. The three basic treatment strategies are enclose/screen, expose, and blend.

***Roadside Treatment Tool***

A landscape element used in roadside treatment to preserve or restore roadside character. Roadside management uses three basic treatment tools: landform, vegetation, and structure.

***Route Development Plan (RDP)***

A component of the State Highway System Plan portion of the Statewide Multimodal Transportation Plan, further detailing the State Highway System Plan vision. It includes identification of needs that should be placed in the 6-Year Improvement Program, and needs within and beyond the 20-year horizon of the State Highway System Plan. The RDP is likely to include a Roadside Master Plan where roadside planning concerns are identified.

***Rural Roadside Character***

A roadside character classification in the built category, indicating intermixed built and natural or naturalized elements, with built elements beginning to encroach on the natural environment; human manipulations of the land are evident.

A roadside classified as rural is characterized by natural-appearing landforms and vegetation. Vegetation is predominantly native. Non-native vegetation may reflect historical land use. Zone 2 may be meadow or agricultural crops associated with adjacent farming. Character continuity is provided by uniform Zone 2 management.

***Screen***

A buffer between two points or areas, used to obscure or lessen the impact of a distracting, or otherwise objectionable, view or sound, or to protect privacy.

***Semiurban Roadside Character***

A roadside character classification in the built category, characterized by intermixed built and natural or naturalized elements, with built elements prevailing.

A roadside classified as semiurban is transitional in character. Vegetation is a combination of native and non-native species. Trees and large shrubs are predominant where sufficient right of way is available. Zone 2 may vary from mowed grass to low-maintenance vegetation. Roadside management is used to develop a consistent, informal, moderately-refined appearance in Zone 2. Structures are coordinated for visual continuity throughout the corridor.

***Sightline***

The visual pathway between two points.

***State Highway System Plan***

The state highway element of the Statewide Multimodal Transportation Plan. The State Highway System Plan forms the basis for development of future state highway programs, projects, and budgets. The plan defines service objectives and proposes strategies for maintaining, preserving, and improving state highways. See Policy Background in the Appendices.

***Stewardship***

The act of assuming responsibility for the long-term protection, enhancement, and conservation of resources, including the natural environment.

***Structure***

Something constructed, such as a wall, fence, abutment, sign bridge, or cantilever support; a built element.

***Succession***

See Ecological Succession.

***Sustainable Roadside***

A roadside that fulfills design intent and roadside functions over the long term, and protects the environment wherever possible, within present and future available funding, personnel, equipment, and methodologies,

***Systems Plan***

See State Highway System Plan.

***Transportation Policy Plan for Washington State***

A statewide document containing policies and strategies for transportation program direction and funding. The Transportation Policy Plan contains policies adopted annually by the Washington State Transportation Commission to guide and coordinate the efforts of state, regional, and local agencies. Development of these policies is guided by extensive public review and comment. See Policy Background in the Appendices.

***Treatment Level***

See Roadside Treatment Level.

***Treatment Strategy***

See Roadside Treatment Strategy

***Treatment Tool***

See Roadside Treatment Tool.

***Urban Character***

A roadside character classification in the built category, indicating a predominately built environment.

A roadside classified as urban is characterized by elements that mirror the character of adjacent land use. Vegetation is predominantly non-native (ornamental) trees, shrubs, and groundcover, with remnants of native vegetation. There is a consistent, refined appearance throughout all management zones. Structures are coordinated for visual continuity throughout the corridor. Special attention is given to architectural detail.

***Visual Distraction***

Any element in the roadway, roadside, or surrounding environment, that overloads the driver with visual information and detracts from essential aspects of the driving task, forcing the driver to sacrifice some aspect(s) of safe and efficient driving.

***Visual Elements***

The compositional elements, form, line, color, and texture, that form patterns of visual character.

***Visual Functions***

Roadside functions that are designed and experienced primarily from a visual perspective. Visual functions promote a positive quality of life, and are integral to operational and environmental functions. They include positive guidance and navigation, distraction screening, corridor continuity, roadway and adjacent property buffering, and scenic view preservation.

***Visual Quality***

The essential character of a landscape as perceived by sight and analyzed through visual quality analysis, including landscape characteristics as well as the cultural values of the viewer.

***Visual Quality Analysis***

An evaluation of the visual quality of a landscape using a prescribed analytical process.

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**Transportation Policy Plan for Washington State**

The Transportation Policy Plan for Washington State contains transportation policies adopted by the Washington State Transportation Commission to guide and coordinate the efforts of state, regional, and local agencies. Guided by extensive public review and comment, the State Transportation Policy Plan process promotes the development of statewide policies and action strategies to achieve a balanced, multimodal transportation system. For further information, contact the Washington State Transportation Policy Plan office at (360) 705-7962.

**Statewide Multimodal Transportation Plan/ State Highway System Plan**

The Statewide Multimodal Transportation Plan is being developed in response to the federal Intermodal Surface Transportation Efficiency Act (ISTEA) and Clean Air Act, as well as the state's Growth Management Act. Development of this plan was begun in 1991 by the Washington State Transportation Commission in coordination with regional and local planning organizations, and guided by a statewide public review process.

One part of this plan is the State Highway System Plan, which specifically defines service objectives and proposes strategies for state highway maintenance, preservation, and improvement. The State Highway System Plan forms the basis for development of future state highway programs, projects, and budgets. See the State Highway System Plan for Program M, P, and I descriptions. For further information, contact the WSDOT Statewide Multimodal Transportation Plan office at (360) 705-7962.

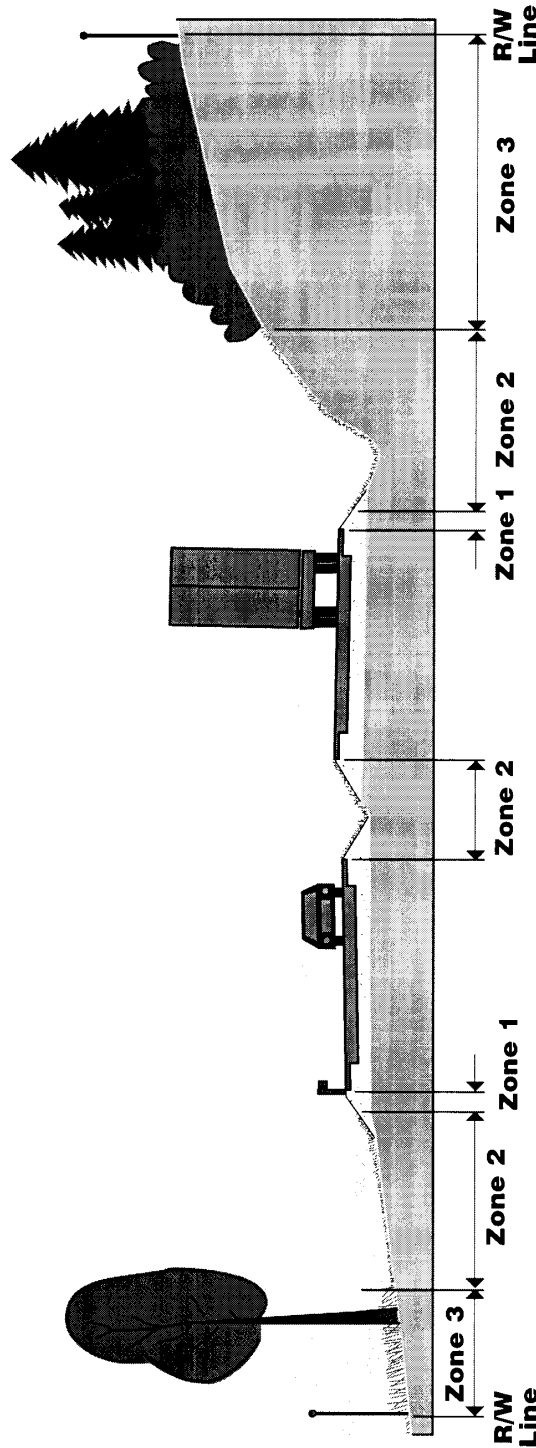
**Federal Highway Administration Policy**

The Federal Highway Administration (FHWA) administers the federal highway program, including allocation of federal funds and design approval for federally funded portions of the state highway system. Numerous FHWA policies affect the state highway roadsides. Among these policies are the FHWA 1994 Environmental Policy Statement that seeks to strengthen the link between environmental and highway policy. The Federal Highway Administration is also responsible for encouraging state agencies to comply with the April 26, 1994, *Presidential Memorandum on Environmentally Beneficial Landscaping*, directing the use of more environmentally and economically beneficial landscape practices wherever federal dollars are spent. (See FRL-5275-6, Federal Register, August 10, 1995.) The practices are based on five guiding principles:

- Use regionally native plants.
- Design, use, or promote construction practices that minimize adverse effects on the natural habitat.
- Seek to prevent pollution.
- Implement water and energy efficient practices.
- Create outdoor demonstration projects.



# Roadside Management Zones



## Functional Zone Objectives

### Zone 1: Vegetation Free Zone (width as necessary to meet operational needs)

- provide for surface drainage
- prevent pavement breakup by plants
- provide for visibility and maintenance of roadside hardware
- prevent fire starts
- prevent buildup of sand and wind-blown debris at pavement edge

### Zone 2: Operational Zone (from Zone 1 to meet operational needs)

- maintain a hazard free vehicle recovery area
- provide sight distance for passing and stopping
- provide sight distance at intersections
- maintain hydraulic capacity of ditches
- control weeds
- prevent erosion
- provide appropriate wildlife habitat
- accommodate utilities
- preserve and conserve native plants and wildflowers

### Zone 3: Transition Zone (from Zone 2 to R/W line)

- blend and/or screen adjacent surroundings
- control weeds
- remove danger trees
- manage trees to reduce shading in areas prone to roadway icing
- prevent erosion
- maintain and enhance visual quality
- preserve wetlands and wildlife habitat
- accommodate utilities
- preserve and conserve native plants and wildflowers



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G9503-152



**General**

The *Roadside Classification Log* documents roadside character classifications by state route (SR) number and beginning and end state route milepost (SRMP), and indicates (with a \*) if a route is a Scenic and Recreational Highway.

State route milepost measurements correspond to the milepost markers found along state roadsides. It should be noted that state route mileposts may differ from the actual mileage along a route. This is the case where roadway construction has lengthened or shortened a route; the equations found in this log indicate where state route mileposts diverge from actual mileage (note: route mileage is always calculated to increase from south to north and from west to east).

Spur, Alternate, and Coincident are roadway qualifiers used by WSDOT in managing the state highway system.

**Roadside Character Segments**

Locations of roadside character segment boundaries are given for all Washington State routes. The *Log* will be updated approximately once every 2 years or as necessary on a project basis. For more on roadside character classifications, see Chapter 3.

**Scenic and Recreational Highway Designations**

The Scenic and Recreational Highway System (S&R) consists of over 3000 miles (45 percent of total state highway miles) of state-owned roadways recognized by the Washington State Legislature for their exceptional scenic qualities and recreational opportunities. Established by the legislature in 1967, the Scenic and Recreational Highway System was amended in 1990, 1991, and 1993. For more information on the Scenic and Recreational Highway System, contact the WSDOT Heritage Corridors Program at (360) 705-7274.

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Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
2	0.00	0.30	SEMIURBAN-Everett		2	275.19	277.09	SEMIURBAN	
2	0.30	2.10	OPEN		2	277.09	277.79	URBAN	
2	2.10	5.10	FOREST		2	277.79	278.19	SEMIURBAN	
2	5.10	10.45	RURAL		2	278.19	283.19	RURAL	
2	10.45	13.90	RURAL		SR 2 MP275.0-278.6 Coincident with SR 90 MP277.7-281.3				
2	13.90	14.35	SEMIURBAN-Monroe	*	2	286.89	287.35	URBAN-Spokane	
2	14.35	15.36	URBAN	*	2	287.35	293.05	SEMIURBAN-Spokane	
2	15.36	20.85	RURAL	*	2	293.05	293.95	RURAL	
2	20.85	21.65	SEMIURBAN-Sultan	*	2	293.95	295.05	FOREST	
2	21.65	25.25	RURAL	*	2	295.05	300.15	RURAL	
2	25.25	25.75	SEMIURBAN-Startup	*	2	300.15	302.25	FOREST	
2	25.75	27.55	RURAL	*	2	302.25	304.15	RURAL	
2	27.55	27.65	SEMIURBAN-Goldbar	*	2	304.15	306.35	FOREST	
2	27.65	28.75	RURAL	*	2	306.35	307.75	RURAL	
2	28.75	46.05	FOREST	*	2	307.75	308.45	FOREST	
2	46.05	48.55	SEMIURBAN-Skykomish	*	2	308.45	314.75	RURAL	
2	48.55	99.05	FOREST	*	2	314.75	316.65	FOREST	
2	99.05	100.55	SEMIURBAN-Leavenworth	*	2	316.65	325.12	RURAL	
2	100.55	104.70	RURAL	*	2	325.12	326.72	FOREST	
2	104.70	118.45	RURAL	*	2	326.72	333.32	RURAL	
2	118.45	120.77	SEMIURBAN-Wenatchee		2	333.32	334.52	URBAN-Newport	
Equation 120.77=127.83									
2	127.83	128.87	SEMIURBAN-Wenatchee		3	0.00	0.30	RURAL	*
2	128.87	135.77	RURAL		3	0.30	1.40	SEMIURBAN-Shelton	*
2	135.77	136.97	OPEN		3	1.40	2.80	URBAN-Shelton	*
2	136.97	140.47	RURAL		3	2.80	3.80	SEMIURBAN-Shelton	*
2	140.47	143.67	OPEN		3	3.80	9.00	RURAL	*
2	143.67	146.17	FOREST		3	9.00	10.00	FOREST	*
2	146.17	148.77	OPEN		3	10.00	11.50	RURAL	*
2	148.77	149.27	RURAL		3	11.50	18.90	FOREST	*
2	149.27	150.17	SEMIURBAN-Waterville		3	18.90	20.50	RURAL	*
2	150.17	150.77	RURAL		3	20.50	21.40	SEMIURBAN-Allyn	*
2	150.77	166.87	OPEN		3	21.40	22.40	FOREST	*
2	166.87	174.96	RURAL		3	22.40	25.10	RURAL	*
2	174.96	187.97	OPEN		3	25.10	27.00	SEMIURBAN-Belfair	*
2	187.97	190.72	OPEN	*	3	27.00	28.40	RURAL	*
2	190.72	193.31	RURAL	*	3	28.40	30.10	FOREST	*
2	193.31	207.78	OPEN		3	30.10	32.20	RURAL	*
2	207.78	232.19	RURAL		3	32.20	33.70	FOREST	*
2	232.19	246.69	OPEN		3	33.70	34.10	SEMIURBAN-Gorst	*
2	246.69	249.69	RURAL		3	34.10	37.60	RURAL	*
2	249.69	250.59	SEMIURBAN-Davenport		3	37.60	38.92	SEMIURBAN-Bremerton	*
2	250.59	251.19	URBAN-Davenport		3	38.92	59.98	RURAL	*
2	251.19	251.39	SEMIURBAN-Davenport						
2	251.39	261.59	OPEN		4	0.00	28.90	RURAL	*
2	261.59	262.49	RURAL		4	28.90	32.41	FOREST	*
2	262.49	263.39	SEMIURBAN-Reardan		4	32.41	34.71	RURAL	*
2	263.39	275.19	RURAL		4	34.71	49.21	FOREST	*

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
4	49.21	53.51	RURAL	*	6	19.40	27.70	FOREST	*
4	53.51	54.51	SEMIURBAN	*	6	27.70	28.40	RURAL	*
4	54.51	58.70	URBAN	*	6	28.40	28.90	SEMIURBAN-Pe Ell	*
4	58.70	60.31	URBAN		6	28.90	31.90	RURAL	*
4	60.31	62.20	SEMIURBAN		6	31.90	42.60	FOREST	*
					6	42.60	51.30	RURAL	*
5	0.00	5.90	URBAN-Vancouver		7	0.00	17.20	FOREST	*
5	5.90	9.50	SEMIURBAN-Vancouver		7	17.20	18.00	SEMIURBAN-Elbe	*
5	9.50	20.70	RURAL		7	18.00	35.62	FOREST	*
5	20.70	22.00	SEMIURBAN-Woodland		7	35.62	39.32	RURAL	*
5	22.00	29.00	RURAL		7	39.32	41.12	FOREST	*
5	29.00	30.60	SEMIURBAN-Kalama		7	41.12	47.22	RURAL	*
5	30.60	39.20	RURAL		7	47.22	50.02	SEMIURBAN-Tacoma	*
5	35.30	39.30	FOREST		7	50.02	53.62	URBAN-Tacoma	*
5	39.30	40.10	SEMIURBAN-Kelso		7	53.62	55.30	SEMIURBAN-Tacoma	*
5	40.10	57.23	RURAL		7	55.30	58.64	SEMIURBAN-Tacoma	
5	57.23	66.03	FOREST						
5	66.03	77.43	RURAL		8	0.00	1.10	RURAL	*
5	77.43	79.43	SEMIURBAN-Chehalis		8	1.10	5.00	FOREST	*
5	79.43	82.40	RURAL		8	5.00	5.90	RURAL	*
5	82.40	83.30	SEMIURBAN-Centralia		8	5.90	20.60	FOREST	*
5	83.30	87.03	FOREST						
5	87.03	96.53	RURAL		9	0.00	11.00	RURAL	
5	96.53	101.40	FOREST		9	11.00	13.20	FOREST	
5	101.40	109.83	SEMIURBAN-Olympia		9	13.20	15.30	RURAL	
5	109.83	114.43	RURAL		9	15.30	16.00	SEMIURBAN-Frontier Village	
5	114.43	118.34	FOREST		9	16.00	28.00	FOREST	
5	118.34	124.84	RURAL		9	28.00	29.10	RURAL	
5	124.84	138.34	SEMIURBAN-Tacoma		9	29.10	29.70	SEMIURBAN-Arlington	*
5	138.34	154.54	RURAL		9	29.70	34.70	RURAL	*
5	154.54	162.84	SEMIURBAN-Tukwila		9	34.70	38.90	FOREST	*
5	162.84	170.94	URBAN-Seattle		9	38.90	40.30	RURAL	*
5	170.94	178.04	SEMIURBAN-Seattle		9	40.30	43.00	FOREST	*
5	178.04	193.94	RURAL		9	43.00	52.63	RURAL	*
5	193.94	194.64	SEMIURBAN-Everett		9	52.63	52.93	SEMIURBAN-Clear Lake	*
5	194.64	199.54	RURAL		9	52.93	55.53	RURAL	*
5	199.54	200.34	SEMIURBAN-Marysville		9	55.53	55.89	SEMIURBAN/Sedro Woolley	*
5	200.34	203.15	FOREST		SR 9 MP55.9-57.2 Coincident with SR 20 MP64.8-66.1				
5	203.15	206.85	RURAL		9	57.17	58.44	SEMIURBAN-Sedro Woolley	*
5	206.85	225.55	FOREST		9	58.44	76.18	RURAL	*
5	225.55	230.44	RURAL		9	76.18	76.78	SEMIURBAN	*
5	230.44	233.94	SEMIURBAN-Burlington		9	76.78	79.41	RURAL	*
5	233.94	252.04	RURAL		SR 9 MP79.4-84.0 Coincident with SR 542 MP14.6-10.0				
5	252.04	256.94	FOREST		9	84.01	90.29	RURAL	*
5	256.94	258.24	SEMIURBAN-Bellingham		9	79.41	91.29	SEMIURBAN-Nooksack	*
5	258.24	276.56	RURAL		9	91.29	97.09	RURAL	*
					9	97.09	97.49	SEMIURBAN-Sumas	*
6	0.00	19.40	RURAL	*					



Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
9	97.49	98.09	URBAN-Sumas	*	12	319.67	320.17	SEMIURBAN-Touchet	*
10	88.29	88.69	RURAL	*	12	320.17	324.07	RURAL	*
10	88.69	90.99	FOREST	*	12	324.07	324.57	SEMIURBAN-Lowden	*
10	90.99	92.29	RURAL	*	12	324.57	333.37	RURAL	*
10	92.29	97.59	OPEN	*	12	333.37	334.47	SEMIURBAN	*
10	97.59	104.49	RURAL	*	12	334.47	335.57	RURAL	*
11	0.00	9.30	RURAL	*	12	335.57	337.47	SEMIURBAN-Walla Walla	*
11	9.30	21.30	FOREST	*	12	337.47	342.43	RURAL	*
12	0.00	0.40	URBAN-Aberdeen	*	12	342.43	347.35	OPEN	*
12	0.40	5.50	RURAL	*	12	347.35	348.75	RURAL	*
12	5.50	21.00	RURAL	*	12	348.75	356.95	OPEN	*
12	21.00	26.00	RURAL	*	12	356.95	358.25	SEMIURBAN-Waitsburg	*
12	26.00	34.70	FOREST	*	12	358.25	366.45	RURAL	*
12	34.70	35.30	SEMIURBAN-Oakville	*	12	366.45	367.05	SEMIURBAN-Dayton	*
12	35.30	37.60	FOREST	*	12	367.05	367.95	URBAN-Dayton	*
12	37.60	41.70	RURAL	*	12	367.95	369.15	RURAL	*
12	41.70	42.20	SEMIURBAN-Rochester	*	12	369.15	390.87	OPEN	*
12	42.20	46.60	RURAL	*	12	390.87	394.97	RURAL	*
SR 12 MP 46.6-66.5 Coincident with SR 5 MP 88.33-68.41					12	394.97	399.97	OPEN	*
12	66.50	86.59	RURAL	*	12	399.97	402.77	RURAL	*
12	86.59	87.09	SEMIURBAN-Mossy Rock	*	12	402.77	403.87	URBAN-Pomeroy	*
12	87.09	97.29	FOREST	*	12	403.87	404.77	SEMIURBAN-Pomeroy	*
12	97.29	97.89	SEMIURBAN-Morton	*	12	404.77	408.07	RURAL	*
12	97.89	114.79	FOREST	*	12	408.07	431.60	OPEN	*
12	114.79	115.49	SEMIURBAN-Randle	*	12	431.60	432.63	OPEN	*
12	115.49	127.39	RURAL	*	12	432.63	434.23	URBAN-Clarkston	*
12	127.39	128.99	FOREST	*	14	0.00	2.49	URBAN-Vancouver	*
12	128.99	130.29	RURAL	*	14	2.49	8.99	SEMIURBAN-Vancouver	*
12	130.29	131.39	SEMIURBAN-Packwood	*	14	8.99	11.39	RURAL	*
12	131.39	132.69	RURAL	*	14	11.39	15.19	SEMIURBAN-Camas	*
12	132.69	168.46	FOREST	*	14	15.19	18.10	RURAL	*
12	168.46	173.16	RURAL	*	14	18.10	18.39	RURAL	*
12	173.16	178.98	FOREST	*	14	18.10	26.95	FOREST	*
12	178.98	188.88	RURAL	*	14	26.95	33.75	RURAL	*
12	188.88	189.78	SEMIURBAN-Naches	*	14	33.75	36.75	FOREST	*
12	189.78	190.18	URBAN-Naches	*	14	36.75	39.95	RURAL	*
12	190.18	190.48	SEMIURBAN-Naches	*	14	39.95	42.17	FOREST	*
12	190.48	192.40	RURAL	*	14	42.17	43.57	RURAL	*
12	192.40	202.70	RURAL	*	14	43.57	44.57	URBAN-Stevenson	*
SR 12 MP 202.7-273.9 Coincident with SR 82 MP 31.4-102.6					14	44.57	49.17	FOREST	*
SR 12 MP 273.9-291.7 Coincident with SR 182 MP 0.0-15.2					14	49.17	50.47	RURAL	*
12	291.67	295.27	RURAL	*	14	50.47	60.97	FOREST	*
12	295.27	318.27	RURAL	*	14	60.97	62.07	RURAL	*
12	308.07	318.27	OPEN	*	14	62.07	63.57	FOREST	*
12	318.27	319.67	RURAL	*	14	63.57	65.29	RURAL	*
					14	65.29	66.49	SEMIURBAN-Bingen	*
					14	66.49	67.69	RURAL	*

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
14	67.69	75.59	FOREST	*	20	23.33	25.23	FOREST	*
14	75.59	76.69	SEMIURBAN-Lyle	*	20	25.23	30.84	RURAL	*
14	76.69	78.49	FOREST	*	20	30.84	31.34	SEMIURBAN-Oak Harbor	*
14	78.49	82.19	OPEN	*	20	31.34	31.74	URBAN-Oak Harbor	*
14	82.19	83.39	RURAL	*	20	31.74	33.74	SEMIURBAN-Oak Harbor	*
14	83.39	87.09	OPEN	*	20	33.74	39.75	RURAL	*
14	87.09	88.19	FOREST	*	20	39.75	42.75	FOREST	*
14	88.19	132.99	OPEN	*	20	42.75	59.35	RURAL	*
14	132.99	134.49	RURAL	*	20	59.35	59.55	SEMIURBAN-Burlington	*
14	134.49	180.79	OPEN	*	20	59.55	60.25	URBAN-Burlington	*
16	0.00	5.10	SEMIURBAN-Tacoma		20	60.25	60.85	SEMIURBAN-Burlington	*
	Equation MP5.1=MP7.28				20	60.85	63.95	RURAL	*
16	7.28	13.33	RURAL		20	63.95	66.15	SEMIURBAN-Sedro Woolell	*
16	13.33	20.04	FOREST		20	66.15	82.45	RURAL	*
16	20.04	27.68	RURAL		20	82.45	86.19	FOREST	*
16	27.68	29.18	SEMIURBAN-Gorst		20	86.19	92.09	RURAL	*
17	7.43	7.93	SEMIURBAN-Mesa	*	20	92.09	99.79	FOREST	*
17	7.93	50.89	RURAL	*	20	99.79	108.98	RURAL	*
17	50.89	53.31	SEMIURBAN-Moses Lake	*	20	108.98	111.08	FOREST	*
17	53.31	59.51	RURAL	*	20	111.08	149.01	RURAL	*
17	59.51	73.71	OPEN	*	20	149.01	179.01	FOREST	*
17	73.71	75.41	RURAL	*	20	179.01	192.82	RURAL	*
17	75.41	76.21	SEMIURBAN-Soap Lake	*	20	192.82	193.32	SEMIURBAN-Winthrop	*
17	76.21	79.01	RURAL	*	20	193.32	201.42	RURAL	*
17	79.01	135.82	OPEN	*	20	201.42	202.02	SEMIURBAN-Twisp	*
17	135.82	143.32	RURAL	*	20	202.02	205.40	RURAL	*
17	143.32	144.32	OPEN	*	20	205.40	207.02	RURAL	
18	0.00	6.67	RURAL		20	207.02	223.02	FOREST	
18	6.67	9.27	FOREST		20	223.02	260.20	RURAL	*
18	9.27	16.80	RURAL		20	260.20	261.92	RURAL	*
18	16.80	27.90	FOREST		20	260.20	286.02	FOREST	*
19	0.00	10.70	RURAL	*	20	286.02	342.06	RURAL	*
19	10.70	11.80	SEMIURBAN-Chimacum	*	20	342.06	354.36	FOREST	*
19	11.80	14.10	RURAL	*	20	354.36	355.76	URBAN-Colville	*
20	0.00	0.20	RURAL	*	20	355.76	356.06	SEMIURBAN-Colville	*
20	0.20	7.70	FOREST	*	20	356.06	364.69	RURAL	*
20	7.70	10.30	RURAL	*	20	364.69	369.19	FOREST	*
20	10.30	12.30	SEMIURBAN-Port Townsend	*	20	369.19	372.59	RURAL	*
20	12.30	12.50	URBAN-Port Townsend	*	20	372.59	378.89	FOREST	*
20	12.50	13.50	RURAL	*	20	378.89	380.79	RURAL	*
20	13.50	15.00	OPEN	*	20	380.79	389.19	FOREST	*
20	15.00	17.92	FOREST	*	20	389.19	390.59	RURAL	*
20	17.92	23.33	RURAL	*	20	390.59	399.79	FOREST	*
					20	399.79	401.99	RURAL	*
					20	401.99	411.89	FOREST	*
					20	411.89	412.99	RURAL	*
					20	412.99	415.09	FOREST	*
					20	415.09	418.49	RURAL	*

**Appendix D**

**Roadside Classification Log**

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
20	418.49	419.49	SEMIURBAN-Cusick	*	25	29.60	33.60	RURAL	*
20	419.49	422.92	RURAL	*	25	33.60	37.20	FOREST	*
20	422.92	436.92	FOREST	*	25	37.20	38.20	RURAL	*
SPUR					25	38.20	41.50	FOREST	*
20 anacrt	48.21	49.81	RURAL		25	41.50	42.30	RURAL	*
20 anacrt	49.81	50.61	FOREST		25	42.30	42.70	SEMIURBAN-Hunters	*
20 anacrt	50.61	51.01	SEMIURBAN-Anacortes		25	42.70	47.60	RURAL	*
20 anacrt	51.01	52.41	URBAN-Anacortes		25	47.60	53.50	FOREST	*
20 anacrt	52.41	55.67	SEMIURBAN-Anacortes		25	53.50	54.60	RURAL	*
21	0.00	24.79	RURAL		25	54.60	63.70	FOREST	*
SR 21 MP23.6-24.8 Coincident with SR 395 MP81.1-82.3					25	63.70	65.40	OPEN	*
21	Equation MP24.8 = MP0.00				25	65.40	69.90	RURAL	*
21	0.00	1.04	RURAL		25	69.90	74.80	FOREST	*
21	1.04	2.92	SEMIURBAN-Lind		25	74.80	76.20	RURAL	*
21	2.92	30.92	RURAL		25	76.20	92.56	FOREST	*
21	30.92	32.09	SEMIURBAN-Odessa		25	92.56	94.46	RURAL	*
21	32.09	87.40	OPEN		25	94.46	103.56	FOREST	*
21	87.40	91.00	FOREST		25	103.56	106.66	RURAL	*
21	91.00	92.23	RURAL		25	106.66	113.06	FOREST	*
21	92.23	101.50	FOREST		25	113.06	113.96	SEMIURBAN-Northport	*
21	101.50	104.62	RURAL		25	113.96	121.26	FOREST	*
21	104.62	127.57	FOREST		26	0.00	5.50	OPEN	
21	127.57	166.99	RURAL		26	5.50	28.80	RURAL	
22	0.70	2.59	RURAL		26	28.80	31.20	OPEN	
22	2.59	3.99	URBAN-Toppenish		26	31.20	35.10	RURAL	
22	3.99	36.52	RURAL		26	35.10	38.00	OPEN	
23	0.00	35.46	RURAL		26	38.00	49.80	RURAL	
23	35.46	42.66	OPEN		26	49.80	61.40	OPEN	
23	42.66	66.01	RURAL		26	61.40	133.50	RURAL	
24	0.00	17.35	RURAL		27	0.00	1.20	RURAL	
24	17.35	19.05	OPEN		27	1.20	2.10	SEMIURBAN-Pullman	
24	19.05	21.55	RURAL		27	2.10	2.40	URBAN-Pullman	
24	21.55	69.08	OPEN		Equation 2.40 BACK = 0.00 AHEAD				
24	69.08	79.66	RURAL		27	0.00	0.10	URBAN-Pullman	
25	0.00	6.70	RURAL		27	0.10	0.90	SEMIURBAN-Pullman	
25	0.00	11.50	OPEN		27	0.90	3.30	RURAL	
25	11.50	12.90	FOREST		27	3.30	6.20	OPEN	
25	12.90	17.10	OPEN		27	6.20	9.06	RURAL	
25	17.10	18.70	FOREST		27	9.06	14.66	OPEN	
25	18.70	22.30	OPEN		27	14.66	15.51	SEMIURBAN-Palouse	
25	22.30	23.40	FOREST		27	15.51	18.01	RURAL	
25	23.40	24.60	OPEN	*	27	18.01	22.61	OPEN	
25	24.60	29.60	FOREST	*	27	22.61	24.06	RURAL	
					27	24.06	24.76	SEMIURBAN-Garfield	
					27	24.76	28.06	RURAL	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
27	28.06	29.46	OPEN						
27	29.46	31.96	RURAL		31	0.00	4.50	RURAL	*
27	31.96	36.28	OPEN		31	4.50	26.40	FOREST	*
27	36.28	36.88	SEMIURBAN-Oakesdale		31	26.40	26.80	SEMIURBAN	*
27	36.88	36.98	URBAN-Oakesdale					International Boundary	
27	36.98	48.08	OPEN						
27	48.08	48.70	SEMIURBAN-Tekoa		82	0.00	4.50	RURAL	
27	48.70	49.10	URBAN-Tekoa		82	4.50	30.83	OPEN	
27	49.10	49.30	SEMIURBAN-Tekoa		82	30.83	36.73	SEMIURBAN-Yakima	
27	49.30	51.20	RURAL		82	36.73	102.83	RURAL	
27	51.20	55.60	OPEN		82	102.83	132.63	OPEN	*
27	55.60	56.00	SEMIURBAN-Latah						
27	56.00	63.90	OPEN		90	1.94	3.54	URBAN-Seattle	
27	63.90	64.70	SEMIURBAN-Fairfield		90	3.54	10.24	SEMIURBAN-Mercer Is/Bellevue	
27	64.70	69.40	OPEN		90	10.24	12.24	URBAN-Bellevue	
27	69.40	79.20	RURAL		90	12.24	15.80	RURAL	
27	79.20	82.00	FOREST		90	15.80	21.73	RURAL	*
27	82.00	85.00	RURAL		90	17.73	21.73	FOREST	*
27	85.00	85.90	SEMIURBAN-Spokane		90	21.73	22.93	RURAL	*
27	85.90	87.10	URBAN-Spokane		90	22.93	30.23	FOREST	*
					90	30.23	31.23	RURAL	*
28	0.00	4.45	SEMIURBAN-East Wenatchee		90	31.23	33.01	FOREST	*
	Equation 4.45	BACK = 0.00	AHEAD		90	33.01	34.01	RURAL	*
28	0.00	11.56	RURAL		90	34.01	52.36	FOREST	*
28	11.56	14.36	OPEN		90	52.36	53.56	RURAL	*
28	14.36	19.26	RURAL		90	53.56	70.47	FOREST	*
28	19.26	22.66	OPEN		90	70.47	72.91	RURAL	*
28	22.66	29.46	RURAL		90	72.91	75.41	FOREST	*
28	29.46	30.86	URBAN-Quincy		90	75.41	78.21	RURAL	*
28	30.86	42.26	RURAL		90	78.21	82.91	FOREST	*
28	42.26	44.36	OPEN		90	82.91	85.01	RURAL	*
28	44.36	46.46	RURAL		90	85.01	86.51	FOREST	*
28	46.46	47.06	SEMIURBAN-Ephrata		90	86.51	88.31	RURAL	*
28	47.06	48.46	URBAN-Ephrata		90	88.31	93.61	FOREST	*
28	48.46	51.96	RURAL		90	93.61	96.91	OPEN	*
28	51.96	52.76	SEMIURBAN-Lakeview		90	96.91	100.41	RURAL	*
28	52.76	54.26	RURAL		90	100.41	118.01	RURAL	*
28	54.26	57.86	OPEN		90	118.01	146.11	OPEN	
28	57.86	93.26	RURAL		90	146.11	223.08	RURAL	
28	93.26	93.66	SEMIURBAN-Odessa		90	223.08	229.28	OPEN	
28	93.66	93.86	URBAN-Odessa		90	229.28	232.18	RURAL	
28	93.86	94.56	SEMIURBAN-Odessa		90	232.18	244.38	OPEN	
28	94.56	103.06	OPEN		90	244.38	245.58	RURAL	
28	103.06	104.16	RURAL		90	245.58	255.48	OPEN	
28	104.16	117.76	OPEN		90	255.48	271.08	FOREST	
28	117.76	118.36	SEMIURBAN-Harrington		90	271.08	279.78	RURAL	
28	118.36	130.56	OPEN		90	279.78	282.18	URBAN-Spokane	
28	130.56	131.16	SEMIURBAN-Davenport		90	282.18	286.75	SEMIURBAN	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
90	286.75	299.82	RURAL		97 altern	14.30	32.10	RURAL	*
92	0.00	3.50	FOREST		97 altern	32.10	34.20	SEMIURBAN-Chelan	*
92	3.50	8.00	RURAL		97 altern	34.20	34.80	URBAN-Chelan	*
92	8.00	8.20	SEMIURBAN-Granite Falls		97 altern	34.80	35.20	SEMIURBAN-Chelan	*
96	0.00	0.60	SEMIURBAN		97 altern	35.20	36.10	RURAL	*
96	0.60	1.10	RURAL		97 altern	36.10	38.00	OPEN	*
96	1.10	3.20	SEMIURBAN-Mill Creek		97 altern	38.00	39.90	RURAL	*
96	3.20	6.70	RURAL		99	0.00	21.55	URBAN	
97	0.00	7.61	OPEN	*	99	21.55	26.04	SEMIURBAN	
97	7.61	13.31	RURAL	*	99	26.04	55.37	URBAN	
97	13.31	14.95	FOREST	*	100	0.00	0.20	SEMIURBAN-Ilwaco	
97	14.95	16.15	RURAL	*	100	0.20	2.90	FOREST	
97	16.15	76.40	FOREST	*	100	2.90	4.70	SEMIURBAN-Ilwaco	
SR 97 MP76.4-114.2 Coincident WITH SR 82 MP37.8-0.0					SPUR				
SR 97 MP114.2-118.9 Coincident with SR 90 MP110.9-106.1					100 canby	0.00	0.40	FOREST	
Equation 118.9 BACK = 133.9 AHEAD					100 canby	0.40	0.60	RURAL	
97	134.00	136.60	RURAL		101	0.00	4.50	RURAL	*
97	136.60	139.97	RURAL	*	101	4.50	5.70	SEMIURBAN-Chinook	*
97	139.97	147.97	OPEN	*	101	5.70	9.20	FOREST	*
97	147.97	185.00	FOREST	*	101	9.20	11.10	RURAL	*
97	185.00	213.04	FOREST		101	11.10	11.60	SEMIURBAN-Ilwaco	*
97	213.04	234.64	RURAL		101	11.60	12.00	URBAN-Ilwaco	*
97	234.64	244.74	OPEN		101	12.00	13.10	RURAL	*
97	244.74	246.14	RURAL		101	13.10	13.50	SEMIURBAN-Ilwaco	*
97	246.14	253.24	OPEN		101	13.50	16.60	RURAL	*
97	253.24	259.75	RURAL		101	16.60	49.90	FOREST	*
97	259.75	260.45	SEMIURBAN-Brewster		101	49.90	53.60	RURAL	*
97	260.45	270.65	RURAL		101	53.60	55.10	SEMIURBAN-South Bend	*
97	270.65	272.45	OPEN		101	55.10	57.40	RURAL	*
97	272.45	274.15	RURAL		101	57.40	58.80	SEMIURBAN-Raymond	*
97	274.15	278.05	OPEN		101	58.80	59.87	SEMIURBAN-Raymond	
97	278.05	302.66	RURAL		101	59.87	80.67	FOREST	
97	302.66	304.26	OPEN		101	80.67	83.45	SEMIURBAN-Cosmopolis	
97	304.26	305.66	RURAL		101	83.45	84.85	URBAN-Aberdeen	
97	305.66	307.46	FOREST		101	84.85	87.90	SEMIURBAN-Aberdeen	
97	307.46	314.76	RURAL		101	87.90	88.90	URBAN-Hoquiam	
97	314.76	315.46	SEMIURBAN-Tonasket		101	88.90	91.40	SEMIURBAN-Hoquiam	
97	315.46	331.26	RURAL		101	91.40	94.62	RURAL	
97	331.26	332.46	SEMIURBAN-Oroville		101	94.62	109.12	FOREST	
97	332.46	336.46	RURAL		101	109.12	110.22	SEMIURBAN-Humtulpis	
ALTERN					101	110.22	119.12	FOREST	
97 altern	0.00	1.60	SEMIURBAN-Wenatchee	*	101	119.12	123.42	RURAL	
97 altern	1.60	6.40	OPEN	*	101	123.42	126.12	FOREST	
97 altern	6.40	11.50	RURAL	*	101	126.12	128.21	RURAL	
97 altern	11.50	14.30	OPEN	*	101	128.21	152.36	FOREST	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
101	152.36	189.66	FOREST	*	104	24.53	24.74	URBAN-Edmonds Ferry	
101	189.66	191.46	SEMIURBAN-Forks	*	104	24.74	32.33	SEMIURBAN (various)	
101	191.46	191.76	URBAN-Forks	*					
101	191.76	192.46	SEMIURBAN-Forks	*	105	0.00	0.60	SEMIURBAN-Raymond	*
101	192.46	204.06	RURAL	*	105	0.60	6.60	RURAL	*
101	204.06	243.50	FOREST	*	105	6.60	17.30	FOREST	*
101	243.50	248.44	RURAL	*	105	17.30	26.13	RURAL	*
101	248.44	249.64	SEMIURBAN-Port Angeles	*	105	26.13	27.23	SEMIURBAN-Grayland	*
101	249.64	251.64	URBAN-Port Angeles	*	105	27.23	33.08	RURAL	*
101	251.64	252.93	SEMIURBAN-Port Angeles	*	105	33.08	45.80	FOREST	*
101	252.93	262.94	RURAL	*	105	45.80	48.00	RURAL	*
101	262.94	263.74	SEMIURBAN-Sequim	*	105	48.00	48.70	SEMIURBAN-Aberdeen	*
101	263.74	265.44	URBAN-Sequim	*					
101	265.44	267.04	SEMIURBAN-Sequim	*	SPUR				
101	267.04	270.44	RURAL	*	105 westpt	30.28	34.34	SEMIURBAN-Westport	
101	270.44	281.64	FOREST	*					
101	281.64	285.04	RURAL	*	106	0.00	20.05	RURAL	
101	285.04	292.74	FOREST	*					
101	292.74	294.04	RURAL	*	107	0.00	5.80	FOREST	
101	294.04	295.04	SEMIURBAN-Quilcene	*	107	5.80	7.91	RURAL	
101	295.04	296.04	RURAL	*					
101	296.04	322.95	FOREST	*	108	0.00	0.50	RURAL	
101	322.95	331.35	RURAL	*	108	0.50	1.30	SEMIURBAN-McCleary	
101	331.35	332.25	SEMIURBAN-Hoodspport	*	108	1.30	3.20	FOREST	
101	332.25	338.45	RURAL	*	108	3.20	7.80	RURAL	
101	338.45	343.85	FOREST	*	108	7.80	11.50	FOREST	
101	343.85	347.05	RURAL	*	108	11.50	11.90	RURAL	
101	347.05	348.05	FOREST	*					
101	348.05	354.04	RURAL	*	109	0.00	1.06	SEMIURBAN-Hoquiam	*
101	354.04	359.02	FOREST	*	109	1.06	7.36	FOREST	*
101	359.02	360.02	RURAL	*	109	7.36	9.96	RURAL	*
101	360.02	361.53	FOREST	*	109	9.96	15.66	FOREST	*
101	361.53	364.93	RURAL	*	109	15.66	21.56	RURAL	*
101	364.93	367.43	SEMIURBAN-Olympia	*	109	21.56	31.76	FOREST	*
					109	31.76	40.46	RURAL	*
102	0.00	2.90	FOREST						
					110	0.00	0.40	RURAL	
					110	0.40	7.70	FOREST	
103	0.00	2.80	SEMIURBAN-Long Beach		110	7.70	8.70	RURAL	
103	2.80	10.48	RURAL		110	8.70	11.00	FOREST	
103	10.48	11.28	SEMIURBAN-Ocean Park		SPUR				
103	11.28	17.18	RURAL		110 mora	7.80	8.50	RURAL	
103	17.18	19.98	FOREST		110 mora	8.50	10.40	FOREST	
104	0.20	16.80	FOREST	*	112	0.00	1.70	FOREST	*
104	16.80	17.20	SEMIURBAN-Port Gamble	*	112	1.70	11.12	RURAL	*
104	17.20	20.50	FOREST	*	112	11.12	12.62	FOREST	*
104	20.50	24.23	RURAL	*	112	12.62	19.12	RURAL	*
104	24.23	24.53	SEMIURBAN-Kingston	*	112	19.12	24.12	FOREST	*

**Appendix D**

**Roadside Classification Log**

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
112	24.12	61.04	RURAL	*	142	0.00	1.80	FOREST	*
113	0.00	9.90	FOREST		142	1.80	9.70	RURAL	*
115	0.00	2.30	RURAL		142	9.70	11.20	SEMIURBAN-Lyle	*
116	0.00	2.90	RURAL	*	142	11.20	12.20	RURAL	*
116	2.90	4.60	FOREST	*	142	12.20	13.40	SEMIURBAN-Klickitat	*
116	4.60	9.80	RURAL	*	142	13.40	22.53	FOREST	*
117	0.00	1.10	SEMIURBAN-Port Angeles		142	22.53	24.93	OPEN	*
117	1.10	1.40	URBAN-Port Angeles		142	24.93	27.05	RURAL	*
119	0.00	11.00	RURAL	*	142	27.05	28.05	OPEN	*
121	0.00	1.20	RURAL		142	28.05	33.85	RURAL	*
121	1.20	4.70	FOREST		142	33.85	35.05	SEMIURBAN-Goldendale	*
121	4.70	7.70	RURAL		142	35.05	35.25	RURAL	*
122	0.00	7.90	RURAL	*	150	0.30	4.20	URBAN-Manson	
123	0.00	16.38	FOREST	*	150	4.20	10.90	RURAL	
124	0.00	2.60	RURAL		150	10.90	12.00	SEMIURBAN-Chelan	
124	2.60	4.50	OPEN		153	0.00	30.76	RURAL	*
124	4.50	6.30	RURAL		155	0.00	1.70	RURAL	*
124	6.30	27.50	OPEN		155	1.70	18.70	OPEN	*
124	27.50	45.15	RURAL		155	18.70	23.90	RURAL	*
125	0.00	4.51	RURAL		155	23.90	29.60	SEMIURBAN-Electric City	*
125	4.51	6.72	URBAN-Walla Walla		155	29.60	32.00	RURAL	*
125	6.72	23.72	RURAL		155	32.00	41.40	OPEN	*
127	0.30	20.00	OPEN		155	41.40	47.01	RURAL	*
127	20.00	27.00	RURAL		155	47.01	68.73	FOREST	*
128	0.00	2.30	RURAL		155	68.73	77.43	OPEN	*
129	0.00	15.60	OPEN	*	155	77.43	79.03	RURAL	*
129	15.60	35.70	RURAL	*	155	79.03	80.49	SEMIURBAN-Omak	*
129	35.70	36.70	URBAN-Asotin	*	160	0.00	7.50	RURAL	
129	36.70	39.00	RURAL	*	161	0.00	1.00	FOREST	
129	39.00	41.80	SEMIURBAN-Clarkston	*	161	1.00	2.50	RURAL	
129	41.80	42.50	URBAN-Clarkston	*	161	2.50	3.32	SEMIURBAN-Eatonville	
131	0.00	2.00	RURAL		161	3.32	7.22	RURAL	
141	0.00	29.30	FOREST	*	161	7.22	9.22	FOREST	
					161	9.22	17.72	RURAL	
					161	17.72	18.92	SEMIURBAN-Graham	
					161	18.92	21.52	RURAL	
					161	21.52	25.82	SEMIURBAN-Puyallup	
					SR 161 MP25.85-29.17B Coincident with SR 512 MP8.74-12.06				
					SR 161 MP29.17B-28.69 Coincident with SR 167 MP5.26-5.98				
					161	29.69	29.22	URBAN-Puyallup	
					161	29.22	31.72	SEMIURBAN-Puyallup	
					161	31.72	34.09	SEMIURBAN-Milton	



Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
161	34.09	34.99	URBAN-Federal Way		171	2.00	3.00	URBAN-Moses Lake	
162	0.00	8.48	RURAL		171	3.00	3.70	SEMIURBAN-Moses Lake	
162	8.48	10.38	SEMIURBAN-Alderton		172	0.00	21.80	OPEN	
162	19.78	19.78	RURAL		172	21.80	22.30	URBAN-Mansfield	
163	0.00	3.40	URBAN-Tacoma		172	22.30	35.07	OPEN	
164	0.31	1.21	URBAN-Auburn		173	0.00	2.90	SEMIURBAN-Bridgeport	
164	1.21	3.01	SEMIURBAN-Auburn		173	2.90	10.93	RURAL	
164	3.01	13.51	RURAL		173	10.93	12.03	SEMIURBAN-Brewster	
164	13.51	14.51	SEMIURBAN-Enumclaw		174	0.00	20.60	OPEN	
164	14.51	15.11	URBAN-Enumclaw		174	20.60	22.90	SEMIURBAN-Grand Coulee	
165	0.00	14.90	FOREST		174	22.90	29.50	OPEN	
165	14.90	16.50	RURAL		174	29.50	40.70	RURAL	
165	16.50	17.20	SEMIURBAN-Wilkeson		181	5.32	6.32	URBAN-Kent	
165	17.20	18.20	RURAL		181	6.32	11.32	SEMIURBAN-Kent	
165	18.20	21.21	FOREST		182	0.00	12.00	RURAL	
166	0.00	1.92	RURAL		182	12.00	14.00	SEMIURBAN-Pasco	
166	1.92	2.52	SEMIURBAN-Port Orchard		182	14.00	15.20	RURAL	
166	2.52	3.32	URBAN-Port Orchard		193	0.51	3.11	SEMIURBAN-Clarkston	
166	3.32	4.92	SEMIURBAN-Port Orchard		194	0.00	21.00	RURAL	*
167	0.00	3.90	RURAL		195	0.00	0.30	RURAL	
167	3.90	5.60	SEMIURBAN-Puyallup			Equation 0.31 Back = 0.0 Ahead			
167	5.60	5.32	URBAN-Puyallup		195	0.30	4.89	RURAL	
167	5.32	6.22	SEMIURBAN-Puyallup		195	4.89	5.49	SEMIURBAN-Union Town	
167	6.22	20.28	RURAL		195	5.49	7.99	RURAL	
167	20.28	22.18	SEMIURBAN-Kent		195	7.99	8.49	SEMIURBAN-Colton	
167	22.18	26.08	RURAL		195	8.49	17.19	OPEN	
167	26.08	27.28	URBAN-Renton		195	17.19	37.05	RURAL	
169	0.00	0.70	SEMIURBAN-Enumclaw		195	37.05	37.46	SEMIURBAN-Colfax	
169	0.70	4.20	RURAL		195	37.46	38.46	URBAN-Colfax	
169	4.20	7.60	FOREST		195	38.46	39.16	SEMIURBAN-Colfax	
169	7.60	8.00	SEMIURBAN-Black Diamond		195	39.16	40.36	RURAL	
169	8.00	9.20	RURAL		195	40.36	42.96	OPEN	
169	9.20	11.10	FOREST		195	42.96	44.06	RURAL	
169	11.10	13.70	RURAL		195	44.06	47.06	OPEN	
169	13.70	14.10	SEMIURBAN-Lake Wilderness		195	47.06	48.66	RURAL	
169	14.10	24.00	RURAL		195	48.66	51.66	OPEN	
169	24.00	25.20	SEMIURBAN-Renton		195	51.66	53.66	RURAL	
170	0.00	3.72	RURAL		195	53.66	59.86	OPEN	
171	0.00	2.00	SEMIURBAN-Moses Lake		195	59.86	67.86	RURAL	
					195	67.86	70.89	OPEN	



Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
195	70.89	72.09	RURAL		215	0.00	2.30	SEMIURBAN-Okanogan	
195	72.09	78.99	OPEN		215	2.30	3.60	RURAL	
195	78.99	82.89	RURAL		215	3.60	6.20	SEMIURBAN-Omak	
195	82.89	85.39	FOREST						
195	85.39	88.59	RURAL		221	0.00	26.32	RURAL	
195	88.59	91.12	FOREST						
195	91.12	96.02	RURAL		223	0.00	3.81	RURAL	
197	0.00	3.20	OPEN						
					224	0.00	2.65	RURAL	
202	0.00	0.80	URBAN-Woodinville		224	2.65	4.45	OPEN	
202	0.80	1.70	SEMIURBAN-Woodinville		224	4.45	6.15	RURAL	
202	1.70	2.40	RURAL		224	6.15	6.65	SEMIURBAN-West Richland	
202	2.40	6.50	RURAL	*	224	6.65	8.45	URBAN-West Richland	
202	6.50	7.60	URBAN-Redmond	*	224	8.45	9.93	RURAL	
202	7.60	9.02	SEMIURBAN-Redmond	*					
202	9.02	21.22	RURAL	*	225	0.00	2.70	SEMIURBAN-Benton City	
202	21.22	21.52	SEMIURBAN-Fall City	*	225	2.70	11.30	RURAL	
202	21.52	21.72	URBAN-Fall City	*					
202	21.72	23.95	RURAL	*	231	0.00	28.10	RURAL	*
202	23.95	25.55	FOREST	*	SR 231 MP28.1-31.1 Coincident with SR 2 MP261.1-263.9				*
202	25.55	26.65	RURAL	*	231	31.09	31.39	SEMIURBAN-Reardan	*
202	26.65	27.45	URBAN-Snoqualmie	*	231	31.39	34.69	RURAL	
202	27.45	29.65	RURAL	*	231	34.69	35.59	OPEN	
202	29.65	30.15	URBAN-North Bend	*	231	35.59	38.49	FOREST	
202	30.15	30.55	SEMIURBAN-North Bend	*	231	38.49	39.59	RURAL	
					231	39.59	40.69	FOREST	
203	0.00	5.47	RURAL		231	40.69	43.29	OPEN	
203	5.47	6.27	URBAN-Carnation		231	43.29	49.39	FOREST	
203	6.27	14.63	RURAL		231	49.39	58.79	RURAL	
203	14.63	15.23	URBAN-Duvall		231	58.79	61.69	FOREST	
203	15.23	18.02	RURAL		231	61.69	62.69	SEMIURBAN-Springdale	
203	18.02	20.62	FOREST		231	62.69	70.99	RURAL	
203	20.62	23.31	RURAL		231	70.99	71.99	SEMIURBAN-Valley	
203	23.31	23.71	SEMIURBAN-Monroe		231	71.99	75.19	RURAL	
203	23.71	24.11	URBAN-Monroe						
204	0.00	2.57	RURAL		240	0.00	28.30	OPEN	
					240	28.30	34.87	RURAL	
					SR 240 MP34.9-35.9 Coincident with SR 182 MP3.8-4.9				
205	26.59	30.39	SEMIURBAN-Vancouver		240	35.97	43.13	SEMIURBAN-Richland	
205	30.39	37.09	RURAL						
					241	0.00	1.20	RURAL	
206	0.00	8.80	RURAL		241	1.20	25.20	OPEN	
206	8.80	15.43	FOREST						
					243	0.00	5.60	OPEN	
207	0.00	4.40	FOREST		243	5.60	17.60	RURAL	
					243	17.60	19.93	OPEN	
211	0.00	15.21	FOREST	*	243	19.93	24.53	RURAL	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
243	24.53	28.23	OPEN		291	3.10	5.50	SEMIURBAN-Spokane	
260	0.00	39.51	RURAL		291	5.50	9.60	RURAL	
261	0.00	6.60	OPEN	*	291	9.60	13.80	FOREST	
261	6.60	10.22	RURAL	*	291	13.80	17.40	RURAL	
261	10.22	23.94	OPEN	*	291	17.40	18.90	FOREST	
261	23.94	29.44	RURAL	*	291	18.90	21.90	RURAL	
SR 261 MP29.4-35.8 Coincident with SR 260 MP33.1-39.5					291	21.90	22.30	FOREST	
261	35.84	62.82	RURAL		291	22.30	27.10	OPEN	
262	0.00	14.30	RURAL	*	291	27.10	28.70	FOREST	
262	14.30	22.10	OPEN	*	291	28.70	31.40	RURAL	
262	22.10	24.20	RURAL	*	291	31.40	33.00	FOREST	
263	0.00	9.90	RURAL		292	0.00	5.90	FOREST	
270	0.00	1.30	OPEN		300	0.00	3.40	FOREST	
270	1.30	2.30	SEMIURBAN-Pullman		302	0.00	1.30	RURAL	
270	2.30	2.80	URBAN-Pullman		302	1.30	2.40	FOREST	
270	2.80	3.50	SEMIURBAN-Pullman		302	2.40	16.80	RURAL	
270	3.50	9.90	RURAL		303	0.00	1.44	SEMIURBAN-Bremerton	
271	0.00	8.50	RURAL		303	1.44	2.84	URBAN-Bremerton	
272	0.00	19.21	RURAL	*	303	2.84	3.44	SEMIURBAN-Bremerton	
274	0.00	1.90	RURAL		303	3.44	8.74	RURAL	
278	0.00	5.50	RURAL		304	0.00	3.47	URBAN-Bremerton	
281	0.00	10.10	RURAL		305	0.00	2.22	SEMIURBAN-Bainbridge Is.	*
281	10.10	10.50	SEMIURBAN-Quincy		305	2.22	7.22	FOREST	*
282	0.00	4.90	RURAL		305	7.22	11.12	RURAL	*
283	0.00	12.80	RURAL		305	11.12	12.12	SEMIURBAN-Poulsbo	*
283	12.80	15.00	OPEN		305	12.12	13.52	RURAL	*
285	0.00	5.00	URBAN-Wenatchee		307	0.00	5.20	RURAL	
290	0.00	3.52	URBAN-Spokane		308	0.00	3.40	RURAL	
290	3.52	6.52	SEMIURBAN-Spokane		310	0.00	1.80	URBAN-Bremerton	
290	6.52	8.02	RURAL		SR 395 MP0.0-13.1 Coincident with SR 82 MP132.6-112.8				
290	8.02	8.82	SEMIURBAN		Equation 19.81 Back = 13.05 Ahead				
290	8.82	18.32	RURAL		395	13.14	14.54	OPEN	
291	0.00	3.10	URBAN-Spokane		395	14.54	15.34	RURAL	
					395	15.34	16.14	SEMIURBAN-Kennewick	
					395	16.14	17.84	URBAN-Kennewick	
					395	17.84	0.00	SEMIURBAN-Kennewick	
					SR 395 MP20.5-22.7 Coincident with SR 182 MP12.2-14.4				
					395	22.74	23.94	RURAL	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
395	23.94	36.14	OPEN		410	41.88	43.39	RURAL	*
395	36.14	38.54	RURAL		410	43.39	92.03	FOREST	*
395	38.54	0.00	OPEN		410	92.03	116.43	RURAL	*
SR 395 MP95.9-164.5 Coincident with SR 90 MP220.5-281.3									
SR 395 MP164.5-165.5 Coincident with SR 2 MP286.8-292.8					411	0.00	2.60	URBAN-Longview/Kelso	
395	164.51	165.51	SEMIURBAN-Spokane		411	2.60	13.50	RURAL	
395	165.51	171.51	RURAL						
395	171.51	173.61	OPEN		432	0.00	10.30	URBAN-Longview	
395	173.61	185.71	RURAL						
395	185.71	202.81	FOREST		433	0.00	0.90	URBAN-Longview	
395	202.81	206.61	RURAL						
395	206.61	207.01	SEMIURBAN-Chewelah		500	0.00	7.70	SEMIURBAN-Vancouver	
395	207.01	207.41	URBAN-Chewelah		500	7.70	17.80	RURAL	
395	207.41	207.71	SEMIURBAN-Chewelah		500	17.80	19.00	SEMIURBAN-Lacamas Lake	
395	207.71	228.43	RURAL		500	19.00	19.40	URBAN-Lacamas Lake	
395	228.43	230.43	URBAN-Colville		500	19.40	20.42	SEMIURBAN-Lacamas Lake	
395	230.43	232.33	RURAL						
395	232.33	237.83	RURAL	*	501	0.00	4.21	SEMIURBAN-Vancouver	*
395	237.83	239.03	SEMIURBAN-Kettle Falls	*	501	4.21	12.72	RURAL	*
395	239.03	240.13	RURAL	*	501	16.91	17.20	URBAN-Ridgefield	*
395	240.13	241.93	FOREST	*	501	17.20	19.90	RURAL	*
395	241.93	270.23	FOREST						
					502	0.00	6.78	RURAL	
397	0.00	10.30	SEMIURBAN-Kennewick		502	6.78	7.58	SEMIURBAN-Battle Ground	
397	10.30	11.30	URBAN-Kennewick						
					503	0.00	2.90	SEMIURBAN-Vancouver	*
401	0.00	4.80	FOREST	*	503	2.90	7.50	RURAL	*
401	4.80	12.10	RURAL	*	503	7.50	9.40	SEMIURBAN-Battle Ground	*
					503	9.40	16.20	RURAL	*
405	0.00	2.00	SEMIURBAN-Tukwila		503	16.20	17.50	FOREST	*
405	2.00	5.80	SEMIURBAN-Renton		503	17.50	20.20	RURAL	*
405	5.80	10.50	RURAL		503	20.20	20.40	SEMIURBAN-Amboy	*
405	10.50	12.98	SEMIURBAN-Bellevue		503	20.40	28.45	RURAL	*
405	12.98	14.48	URBAN-Bellevue		503	28.45	36.65	FOREST	*
405	14.48	21.38	SEMIURBAN-Kirkland		503	36.65	39.45	RURAL	*
405	21.38	30.29	RURAL		503	39.45	43.25	FOREST	*
					503	43.25	50.65	RURAL	*
409	0.00	3.80	RURAL		503	50.65	54.35	SEMIURBAN-Woodland	*
					SPUR				
410	8.84	15.14	RURAL		503 cougar	0.00	1.75	RURAL	
410	15.14	15.84	SEMIURBAN-Bonney Lake		503 cougar	1.75	4.85	FOREST	
410	15.84	20.34	RURAL		503 cougar	4.85	5.55	RURAL	
410	20.34	21.44	SEMIURBAN-Buckley		503 cougar	5.55	8.45	FOREST	
410	21.44	22.44	FOREST						
410	22.44	23.94	RURAL	*	504	0.00	0.30	SEMIURBAN-Castle Rock	*
410	23.94	25.74	SEMIURBAN-Eatonville	*	504	0.30	9.93	RURAL	*
410	25.74	28.04	RURAL	*	504	9.93	10.53	SEMIURBAN-Toutle	*
410	28.04	41.88	FOREST	*	504	10.53	17.83	RURAL	*

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
504	17.83	31.93	FOREST	*	512	0.00	2.40	SEMIURBAN-Tacoma	
504	31.93	45.03	OPEN	*	512	2.40	8.30	RURAL	
					512	8.30	11.10	SEMIURBAN-Puyallup	
505	0.00	0.30	URBAN-Winlock	*	512	11.10	11.90	RURAL	
505	0.30	6.20	RURAL	*					
505	6.20	7.10	URBAN-Toledo	*	513	0.00	2.10	URBAN-Seattle	
505	7.10	19.20	RURAL	*	513	2.10	3.40	SEMIURBAN-Seattle	
506	0.00	11.50	RURAL		515	0.00	3.13	SEMIURBAN-Kent	
					515	3.13	3.63	URBAN-Kent	
507	0.00	9.74	RURAL		515	3.63	7.76	SEMIURBAN-Kent	
507	9.74	10.24	SEMIURBAN-Bucoda						
507	10.24	11.24	FOREST		516	0.00	2.21	SEMIURBAN-Kent	
507	11.24	13.64	RURAL		516	2.21	3.21	RURAL	
507	13.64	15.04	SEMIURBAN-Tenino		516	3.21	5.03	SEMIURBAN-Kent	
507	15.04	17.54	RURAL		516	5.03	5.93	URBAN-Kent	
507	17.54	22.24	FOREST		516	5.93	7.13	SEMIURBAN-Kent	
507	22.24	22.84	SEMIURBAN-Rainier		516	7.13	7.63	URBAN-Kent	
507	22.84	27.74	FOREST		516	7.63	12.23	SEMIURBAN-Kent	
507	27.74	29.24	URBAN-Yelm		516	12.23	16.23	RURAL	
507	29.24	34.64	SEMIURBAN-Yelm						
507	34.64	36.65	RURAL		518	0.00	2.59	SEMIURBAN-Tukwila	
507	36.65	43.45	FOREST		518	2.59	3.79	RURAL	
508	0.00	8.70	RURAL	*	519	0.00	1.30	URBAN-Seattle	
508	8.70	10.20	FOREST	*					
508	10.20	20.90	RURAL	*	520	0.00	6.80	SEMIURBAN-Seattle/Bellevue	
508	20.90	30.80	FOREST	*	520	6.80	11.51	RURAL	
508	30.80	32.40	RURAL	*	520	11.51	12.81	SEMIURBAN-Redmond	
508	32.40	32.80	SEMIURBAN-Morton	*					
509	0.00	14.28	URBAN-Tacoma/Federal Way		522	0.00	4.70	URBAN-Seattle	
SR 509 MP14.3-18.4 Coincident with SR 99 MP11.4-15.5					522	4.70	5.50	SEMIURBAN	
SR 509 MP18.4-19.6 Coincident with SR 516 MP1.8-0.0					522	5.50	5.80	URBAN-Lake Forest Park	
509	19.62	20.32	URBAN-Des Moines		522	5.80	6.50	SEMIURBAN	
509	20.32	24.12	SEMIURBAN-Normandy Park		522	6.50	8.20	URBAN	
509	24.12	24.77	RURAL		522	8.20	9.10	SEMIURBAN-Bothell	
509	24.77	25.27	SEMIURBAN-Burien		522	9.10	10.11	URBAN-Bothell	
509	25.27	27.77	RURAL		522	10.11	13.25	SEMIURBAN-Bothell	
509	27.77	29.82	SEMIURBAN-Seattle		522	13.25	17.10	RURAL	
					522	17.10	22.20	FOREST	
					522	22.20	24.80	RURAL	
510	0.00	0.50	SEMIURBAN-Lacey		523	0.00	2.40	URBAN-Seattle	
Equation 0.50 = 2.62									
510	2.62	6.38	SEMIURBAN-Lacey		524	0.00	0.18	URBAN	
510	6.38	12.88	RURAL	510	524	0.18	3.28	SEMIURBAN	
	12.88	14.39	FOREST		524	3.28	5.18	URBAN	
510	14.39	15.69	SEMIURBAN-Yelm		524	5.18	6.18	SEMIURBAN	

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
524	6.18	9.68	RURAL		531	0.00	1.40	FOREST	
524	9.68	10.68	FOREST		531	1.40	6.20	RURAL	
524	10.68	14.58	RURAL		531	6.20	7.00	SEMIURBAN-Lakewood	
525	0.00	8.16	SEMIURBAN-Lynnwood		531	7.00	9.90	RURAL	
525	8.16	8.36	URBAN-Mukilteo		532	0.00	3.80	RURAL	
525	8.36	9.46	SEMIURBAN-Clinton	*	532	3.80	5.30	SEMIURBAN-Stanwood	
525	9.46	13.76	FOREST	*	532	5.30	10.10	RURAL	
525	13.76	18.96	RURAL	*	534	0.00	5.10	RURAL	
525	18.96	23.46	FOREST	*	536	0.00	3.20	RURAL	
525	23.46	26.47	RURAL	*	536	3.20	4.20	SEMIURBAN-Mount Vernon	
525	26.47	30.47	FOREST	*	536	4.20	5.40	URBAN-Mount Vernon	
526	0.00	0.70	SEMIURBAN-Mukilteo		538	0.00	1.40	URBAN-Mount Vernon	
526	0.70	4.50	RURAL		538	1.40	2.60	SEMIURBAN-Mount Vernon	
527	0.00	0.30	URBAN-Bothell		538	2.60	3.71	RURAL	
527	0.30	0.70	SEMIURBAN-Bothell		539	0.00	1.73	URBAN	
527	0.70	1.70	RURAL		539	1.73	10.53	RURAL	
527	1.70	7.30	SEMIURBAN		539	10.53	12.54	URBAN	
527	7.30	8.70	RURAL		539	12.54	15.20	RURAL	
527	8.70	11.90	SEMIURBAN-Everett		542	0.00	0.30	URBAN-Bellingham	*
528	0.00	0.80	URBAN-Marysville		542	0.30	1.70	SEMIURBAN-Bellingham	*
528	0.80	2.30	SEMIURBAN-Marysville		542	1.70	10.10	RURAL	*
528	2.30	3.40	RURAL		542	10.10	12.50	SEMIURBAN-Nugent's Cornr.	*
529	0.00	2.00	URBAN-Everett		542	12.50	22.90	RURAL	*
529	2.00	4.31	SEMIURBAN-Everett		542	22.90	57.23	FOREST	*
529	4.31	4.93	RURAL		543	0.00	1.10	SEMIURBAN-Blaine	
Equation 4.93 = 3.74					544	0.00	8.97	RURAL	
529	3.74	6.51	RURAL		546	0.00	8.00	RURAL	
529	6.51	6.71	URBAN		547	0.00	10.80	RURAL	*
530	16.95	20.85	RURAL		548	0.00	13.90	RURAL	
530	20.85	21.64	SEMIURBAN-Arlington		599	0.00	1.80	URBAN-Tukwila	
530	21.64	35.98	RURAL		702	0.00	2.90	RURAL	
530	35.98	37.68	FOREST		702	2.90	4.00	FOREST	
530	37.68	41.08	RURAL		702	4.00	5.20	RURAL	
530	41.08	43.08	FOREST						
530	43.08	46.38	RURAL						
530	46.38	48.48	FOREST						
530	48.48	49.38	SEMIURBAN-Darrington						
530	49.38	50.48	RURAL						
530	50.48	53.78	FOREST						
530	53.78	54.98	RURAL						
530	54.98	69.18	FOREST						
530	69.18	69.48	RURAL						

Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.	Route (SR)	Begin (SRMP)	End (SRMP)	Character Classification	Scenic & Rec.
702	5.20	6.40	FOREST		908	3.52	4.62	URBAN-Kirkland	
702	6.40	7.40	RURAL		908	4.62	6.42	SEMIURBAN-Redmond	
702	7.40	9.20	FOREST		908	6.42	6.82	URBAN-Kirkland	
705	0.00	1.50	URBAN-Tacoma		970	0.00	10.30	RURAL	
706	0.00	13.60	FOREST	*	971	0.00	11.60	FOREST	*
730	0.00	6.10	OPEN		971	11.60	15.00	RURAL	*
821	0.00	2.40	RURAL	*					
821	2.40	25.20	OPEN	*					
823	0.00	0.70	RURAL						
823	0.70	2.50	URBAN-Selah						
823	2.50	3.20	SEMIURBAN-Selah						
823	3.20	4.80	RURAL						
900	5.93	6.13	SEMIURBAN-Tukwila						
900	6.13	9.43	RURAL						
900	9.43	9.83	SEMIURBAN-Renton						
900	9.83	10.73	URBAN-Renton						
900	10.73	12.84	SEMIURBAN-Renton						
900	12.84	13.34	URBAN-Renton						
900	13.34	14.74	SEMIURBAN-Renton						
900	14.74	18.34	RURAL						
900	18.34	20.24	FOREST						
900	20.24	21.04	RURAL						
902	0.00	5.82	RURAL						
902	5.82	7.10	SEMIURBAN-Medical Lake						
902	7.10	12.40	RURAL						
903	0.00	2.30	URBAN-Cle Elum						
903	2.30	6.10	SEMIURBAN-Cle Elum						
903	6.10	10.10	FOREST						
904	0.00	1.70	RURAL						
904	1.70	5.90	FOREST						
904	5.90	10.20	RURAL						
904	10.20	10.70	SEMIURBAN-Cheney						
904	10.70	11.60	URBAN-Cheney						
904	11.60	12.40	SEMIURBAN-Cheney						
904	12.40	16.90	RURAL						
906	0.00	1.60	RURAL						
906	1.60	2.60	FOREST						